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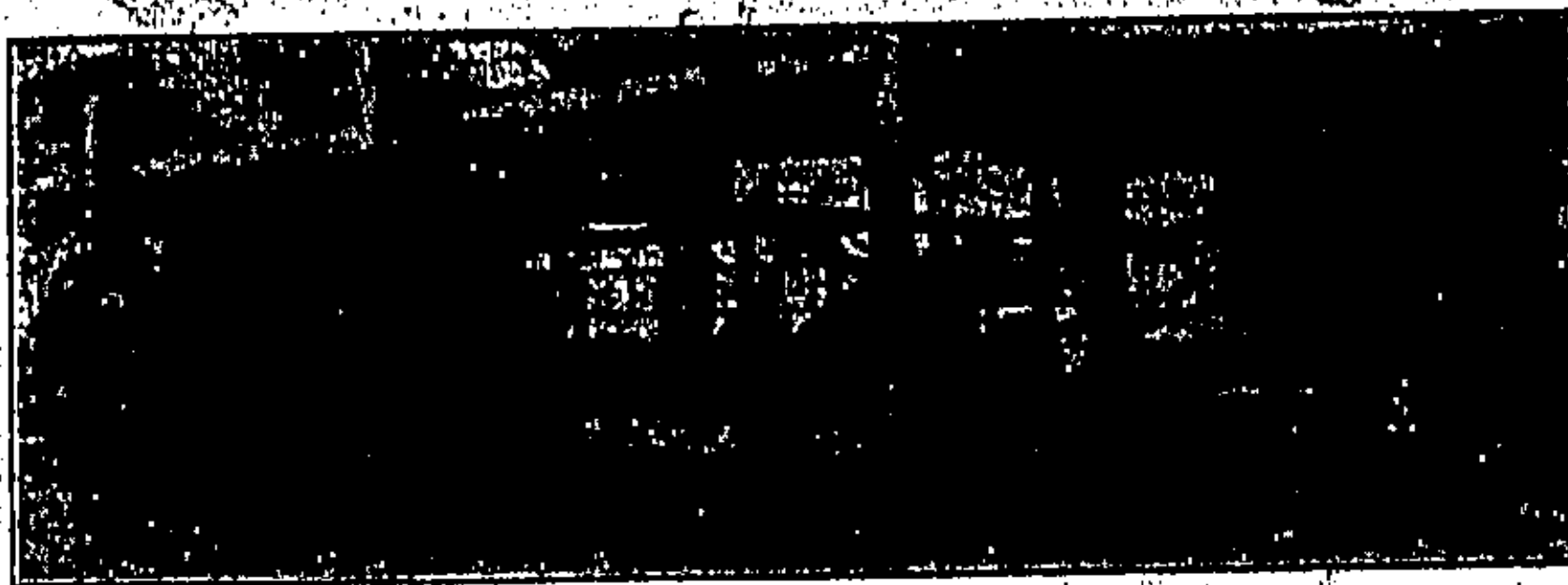
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It is hard to resist the feeling that those who, in spite of experience, urge State purchase are influenced by interested motives. Mr. Asquith, though he may not be able to resist the pressure which advanced Socialism can bring to bear, saw clearly enough that no relief would be provided to the public revenue. To a deputation who urged "nationalisation" he said:—"I am quite sure that any operation of a financial character would be followed by very large demands from two entirely opposite quarters—on the one hand, from traders for lower rates; then, on the other hand, from the railway workers for better wages and conditions. All that prospective improvement in net receipts which has been forecasted, and which very likely may come under existing conditions, would be more than swallowed up before the railways had been in the possession of the State a twelve-month."

South China Morning Post.

The West River.

Only a few weeks ago it was announced that the Chinese and British Governments had come to an arrangement to co-operate in the policing of the Canton Delta and Admiral Li arrived in the south to inaugurate the work. So far we have heard of no extraordinary movements of British gunboats. The British Admiral is still in the north and the floods have intervened. The "suspicious" that Reuter's energetic correspondent in Canton appears to have discovered are therefore without grain of foundation, and they need not be revived until Admiral Jerram returns to Hongkong when more than likely some step will be taken to meet a long-felt want.

Daily Press.

The Tibetan Agreement.

The only important respect in which the Agreement initialled at Simla has gone beyond the terms of Sir John Jordan's Note of a couple of years ago is in admitting China's claim to special rights in Eastern Tibet. This really amounts to little more than a recognition of the fact accomplished—not that China's rule in the Chiamdo and Draya country west of the Szechuan frontier is universally acknowledged or even assured of permanence, but it is quite as real as it is in many of the aboriginal districts east of the frontier, and in both cases the Lhasa Government has no authority at all. On both sides of the frontier the country is ruled by native chieftains who are independent equally of Peking and Lhasa, and as China is prepared to make some effort to bring them under settled government and to develop the country so as to accommodate the overflow of Szechuan, it is as well that she should be allowed to do so. Since Chao Erh-feng's occupation of the Chiamdo territory four and a half years ago, the old boundary line passing through Bamatang has been a mere fiction, and there has been no difference between the administration on the east and west sides of the imaginary line.

Election Farc in Mexico.

Mexico City, July 5th.—The elections of a President, Vice President, Deputies and Senators were held to-day in portions of the Republic controlled by Huerta. Indifference as to the results was generally manifested, and there was almost a complete abstention from voting in the capital. Huerta appeared to be the favourite candidate for the Presidency, and Blanquet for the Vice-Presidency.

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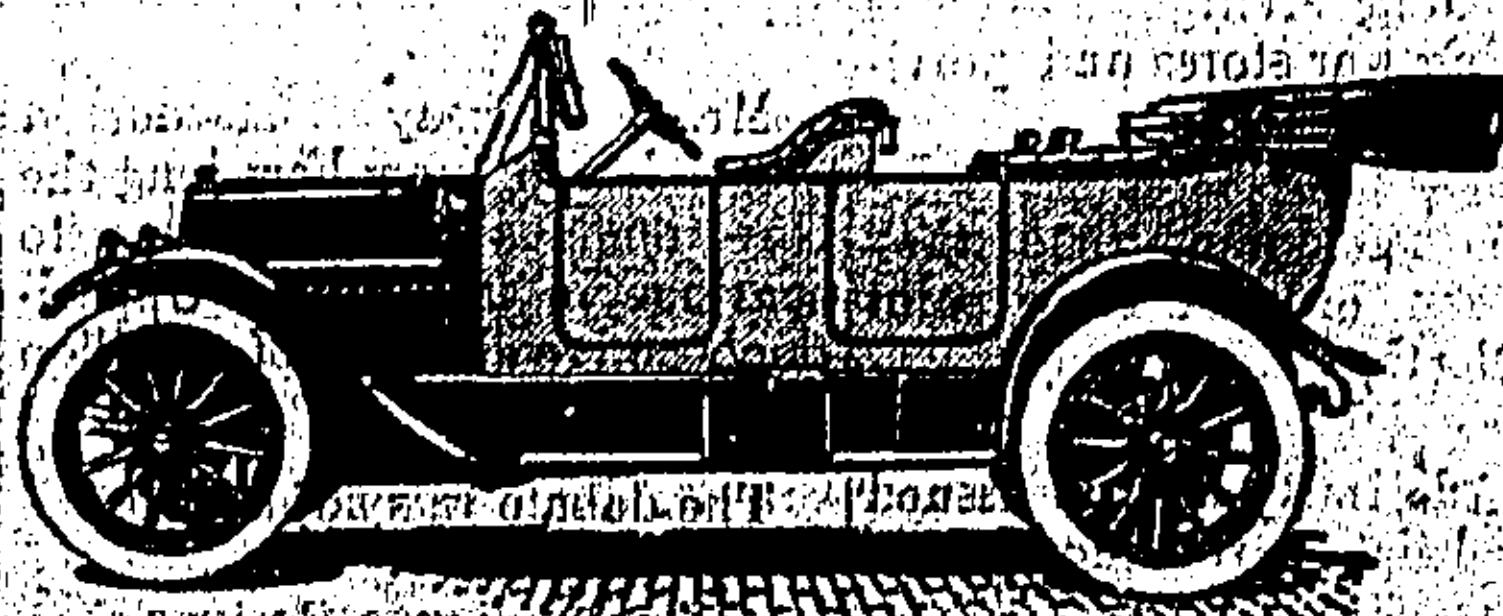
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GENERAL NEWS.

Colonel Du Boulay, who has been selected to command the Royal Artillery of the Southern Coast Defences, was attached to the headquarters of the Japanese Army in 1894-5 and five years later acted as Special Service Officer in China.

Under the auspices of Chinese Revolutionists and students in Tokyo, and elsewhere, a religious service in memory of those who were killed in the second Revolution in China was held on Saturday at the Imperial Educational Association building at Kanda, Tokyo. There were present about five hundred Chinese from Yokohama, Omori and other quarters. Several men alleged to be spies sent by the Peking Government were also in attendance. A large number of Japanese police were on duty to provide against emergency. Although no disturbance occurred, several inflammatory speeches were delivered, the speakers denouncing the Peking Government.

After the service, a secret meeting was held to discuss "certain affairs."

On the 8th instant, a political party, called the Nationalists, was formed in Tokyo by over two hundred Chinese Revolutionists, Dr. Sun Yan-sen being appointed President of the party.

Conditions of Service.
The conditions of service, for non-commissioned officers, trumpeters, drummers, and artificers of cavalry and infantry proceeding abroad in relief have been revised, and are as follows:—For India, South Africa, Mauritius, Mediterranean Stations, and Egypt, not less than four years' unexpired service on October 1 of each year, and not under 20 years of age. For North and South China, Singapore, and Bermuda, not less than four years' unexpired service on December 1 of each year, and not under 20 years of age. As in past years non-commissioned officers posted in relief to the service units abroad have frequently in many cases been very young soldiers, who on joining their units have found themselves senior in rank to non-commissioned officers of greater experience and length of service, the War Office has directed attention to the advisability, whenever possible, of sending out non-commissioned officers of more equal length of service and seniority.

Count Okuma and Taxation.
Speaking at a dinner given at the Osaka Hotel in his honour by bankers and business men of Osaka, Count Okuma, the Premier, dwelt on the proposal to abolish the business-tax and the reduction of the land-tax by 5 per cent. He emphatically declared that the present Ministry was not founded on the Rikken Doshikai, as believed in various quarters. The Government would not abolish the business-tax at the present time, no matter what opinion Mr. Wakatsuki, Minister of Finance, had expressed on this point. The Government was fully aware of the necessity of abolishing the business-tax, but the present low state of the nation's finances did not allow of any reduction. He asked his hearers to patiently wait until September next, when the Government will be able to draw up its Budget for next year, and this, he believed, would meet with the approval of the whole nation. If the nation is not satisfied, then he is ready to resign.

The *Nippon* and other papers, from which we quote the above, wonders what attitude the Rikken Doshikai will take towards the Premier in dealing with the tax abolition question.

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MOUTRIE'S.

HONGKONG AND SOAP.

NO CHINESE
REVOLUTION.

American Consul's Report.

People Becoming United, says
an ex-Premier.

The increased use of soap and foreign soap materials in China which has been developing for several years has been such, reports the U. S. Consul-General George E. Anderson, of Hongkong, that the manufacture of soap in China along modern lines and with materials usual in foreign countries is developing rapidly. In Hongkong there is a soap factory whose capacity has increased greatly in the past three years and further development is anticipated, while in the Yangtze Valley the consumption of soap has come to such development that British soap manufacturers are establishing an immense soap manufactory in Shanghai. The imports of soap of all kinds into China in 1912 were valued at \$1,730,725 gold as compared with value of \$1,470,542 in 1911 and \$1,273,860 in 1910, and the imports in 1913, according to preliminary figures, show a similar increase over the previous year. At several ports in the vicinity of Hongkong imports have more than doubled in the past three years. About half of these imports come from Great Britain direct, in addition to considerable quantities of British soap imported through Hongkong. Japan is the next on the list of countries furnishing the supply, with Austria and Germany following. Soap imported from the United States is comparatively small in amount, and the supply is confined largely to the fine trade.

The imports of soap into Hongkong per annum apparently average about half a million dollars, no reliable figures being available as to the exact imports. Considerable quantities are consumed locally by the Chinese population as well as by other residents, and well toward a quarter of a million dollars' worth of the product is exported to China, the Chinese customs figures for 1912 showing imports of soap from Hongkong to the value of \$238,390 gold. Much of these imports consist of the product of the Hongkong factory, which, in fact, is supplanting foreign soap in the markets of the interior. The Hongkong factory is now producing considerable quantities of salt water soap, of blue mottled soap, and several grades of laundry soap, including a cheap grade of soft soap. The oils used come almost entirely from the coconut oil mill now in operation at Manila, the seeds, ash, comes from Germany and Great Britain, and rosin from the United States. There has been a marked increase in the use of better grade soaps in the past three years, though the great mass of the product used at present is of the cheaper qualities. Most of the soap imported and manufactured, and exported is handled in long bars packed in 5 and 10 pound cases, the former size being the more popular. The soap is of the best quality, and is of the most reliable kind.

By an interesting coincidence several of the foremost authorities on the affairs of China have arrived in London within the past three days, says the *Daily News* of June 27. Among them is his Excellency Lu Cheng-Hsiang, who, after a distinguished diplomatic and administrative career under the Manchou Government, held the offices of Prime Minister and Minister of Foreign Affairs in one of the Cabinets of 1912, the year following the revolution.

In an interview with a *Daily News* representative yesterday, his Excellency, who speaks little English, but converses fluently in French, supplied an interesting corroboration, from the Chinese standpoint, of the views expressed by Dr. Morrison in the *Daily News* yesterday.

"Men of all parties," he said, "are now working side by side, and the breaches between old and new are rapidly being healed."

"And President Yuan is generally accepted by the people?"

"Without doubt. It may be that his chief popularity is in the North, because it was in the North that he held office in Manchou days, and the South has little knowledge of him personally. But by North and South alike he is recognised as the only man for the position."

"You have no fear of another revolution?" Mr. Lu was asked.

"None whatever," he replied with a decisive shake of the head. "Our people are rapidly becoming more united. We are settling down now to industrial development, in particular to the extension of railway and commercial enterprises."

His Excellency confirmed the statement of Dr. Morrison that there was no intention that the Parliamentary system should remain permanently suspended.

"The Council of State," he explained, "in fulfilling the functions of a Senate, and the Assembly, or Lower House, will almost certainly be reassembled within a year or so."

Mr. Lu Cheng-Hsiang spoke warmly of his admiration for Great Britain and of the value of Western education to the many Chinese students who come to English and French and German Universities.

At the same time the Chinese diplomat is satisfied that the East will always retain her distinctive characteristics.

"Take our clothes for example," he said, looking down at his immaculate frock-coat. "we may adopt Western dress for special occasions, but the ordinary citizen in China is not likely to abandon his native garb. It is a question of climate for one thing. Our Chinese clothes are far better suited to our climate than the Western garment which is so common in Europe."

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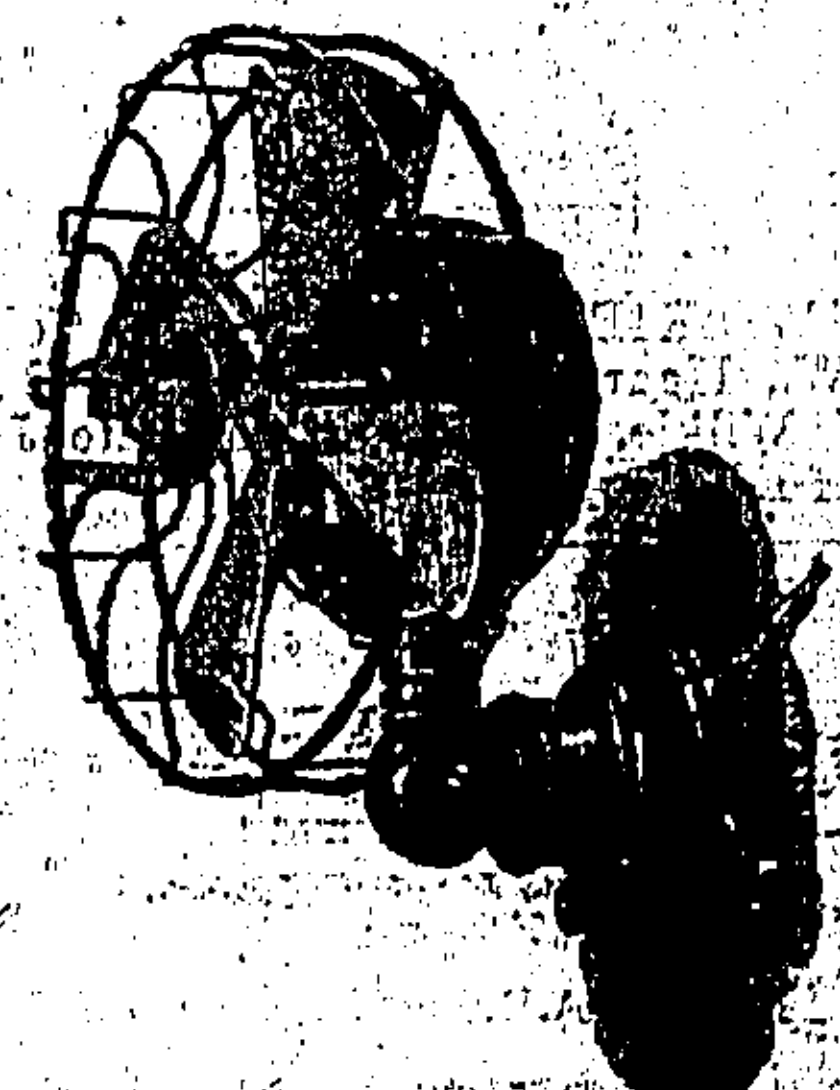
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to subscribers by, the "Daily Farm Company, Ltd., Shamshun,
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

MARRIAGE.

CHARD—WILKIE.—On June 24, at St. Columba's, Pone-street,
Belgravia, S.W., Henry Francis Chard, of Bombay, to Isabella
Catherine Kirk Wilkie, daughter of the late James Wilkie and of
Mrs. Wilkie, of Edinburgh.

The object of this paper is to publish correct information, to serve the public
and print the news without fear or favour.

價銀無非確真事聞要訪探大正論言官報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 28, 1914.

OIL FOR THE NAVY.

The question of an adequate supply of oil for the vessels of the
British Navy is one which has been receiving much consideration
within the past few years. It is now recognised that coal will very
largely have to give way to oil in supplying the motive power for
our warships; hence the feverish anxiety which has been displayed
to secure a full and dependable supply of the commodity. The
most important development in this connection for some time past
is the Anglo-Persian oil deal, by the conclusion of which the
Admiralty is convinced that our interests will be fully assured.

There has been considerable discussion at Home as to whether
or not Persia is a suitable source from which the Navy in Home
waters should draw its supply of oil, but the point has been rather
overlooked that our Home requirements, though naturally most
important of all, are not the only point to be considered. There is
the further question of the supply of the Overseas Fleets or squad-
rons to take into account. We have at the present time coaling-
stations all over the world, to which, in the past, Welsh coal has
been sent out and stored. In the course of time this coal is said
to lose some of its qualities, while, on the other hand, oil not only
does not deteriorate, but is said rather to improve by storage. It is
more than likely, therefore, that in future many of the existing
coal-stations will become oil-stations. A naval authority in dis-
cussing this matter of supply, expresses the opinion that in all
probability Aden will be fed from the new Persian source, while
supplies from there may be brought up to Egypt and stored at
Alexandria, where they will form a valuable stand-by for the Medi-
terranean Fleet, which, in face of the menace of the submarine, we
might find a difficulty in supplying from another quarter. Further
instances are quoted to show how certain of our important coaling
stations may be easily and economically supplied from the Persian
oil-fields.

The authority from which we are quoting makes mention of
Hongkong, in the following way:—"Colombia would probably look
to Burma and Sarawak, as would also Singapore and Hongkong."
Other points need not be mentioned, but it is apparent from the
foregoing that the Admiralty has not gone into this matter without
a very careful analysis of the situation. The whole point to be
borne in mind is that we shall be able to stock all the foreign
stations with supplies drawn from sources more or less contiguous,
and, in the main, situated within the confines of the Empire. What
is more, the oil supply will be just as safe in war-time as the coal
supply, in fact, for the coal has hitherto come almost entirely from
one source and along a well-marked route. The new advantages
which we shall enjoy will be such as are not open to any other
maritime Power—a very big and a very important factor.

Light Wanted.

We have before now drawn
attention to several badly-lit spots
in Hongkong. There is another
which we will now indicate, in the
hope that our observations will be
heeded in the proper quarter. It
is the pathway which leads along-
side St. John's Cathedral, linking
up Battery Path with Garden
Road. On the band, by the
Cathedral, there is a section which,
after dusk, with the thick foliage
which marks the spot, is
absolutely pitch-black. One of
these nights some-one might very
well be attacked while walking
along this path, and if such were
the case the aggressor would have
no difficulty in getting away, as
there is ample "cover" for
hiding purposes. Then, perhaps,
the authorities will wake up to
the fact that the place should be
properly illuminated. Far better
if they forestall possible happen-
ings of this kind, and at once
proceed to see that the place is
properly lighted.

Public Health.

We notice that the Shanghai
Health Officer has issued a list of
warnings to the public as regards
measures to be taken for the
preservation of health. These are
as a rule, shrewd and practical;
but, without any wish to be
captious, we would point out that
there is a possibility of over-
straining where matters of
hygiene are concerned. Consider-
ing how thoughtless the average
person in the East is, when it
comes to taking rational
precautions against disease, it is
well that warnings should be
published from time to time on
such subjects as mosquitoes, rats,
spitting, the accumulation of
refuse, etc.; but when one has
thrust under one's nose a tabu-
lated list of things that must not
be consumed—beginning with "fruit,
vegetables, salads, melons, etc.,
which have not been cooked or
sterilised," and ending with "fish
from June to October,"—one
feels a little bored. Fancy having
to tell the boy who waits on you
at dinner, "Boy, catch me one
sterilised banana." Fancy giving
fish a miss from June to
October! We should like to
see some of these over-
particular souls condemned to a
hand-to-mouth existence in the
jungle for a month or two.

Dirty Money.

We published, yesterday, state-
ments by a doctor and a banker
in regard to the likelihood of
infection's being spread by
money passing from hand to
hand. London banks, we learn,
are now taking the precaution to
boil dirty coins in a specially-
prepared chemical solution, which
is supposed to do away
with dirt and risk of infec-
tion simultaneously. If such
care is necessary at Home—and
we are not questioning the point
—how much more necessary is it
in Hongkong, where risks of
infection are, even under the
best circumstances, infinitely
greater. We will pass over the
matter of boiling the coins;
but what about the condition of
Hongkong notes? For thirty
years the Telegraph has been com-
plaining of the filthy rags that
are allowed to circulate in this
Colony, in the shape of one and
five-dollar bills, and yet little
alteration seems to take place.
Surely a Government that is up-
to-date enough to provide for the
exhibition of mosquito-larvae to
small school-children is able to
handle an important matter like
this.

Low-Neck Dresses.

Kingston, Ontario, July 6.—
Archbishop Spratt, addressing the
women members of the congre-
gation, in St. Mary's Cathedral,
said he preferred that those who
wore low-neck dresses did not
present themselves for Com-
munion. He considered it dis-
respectful of women to approach
the altar in garments exposing
them beyond the limit of decency.
His Grace on many occasions has
expressed himself against low-
neck dresses and skirts.

DAY BY DAY.

THE DEAR LITTLE WIFE AT HOME.
JOHN.
WITH EVER SO MUCH TO DO,
STITCHES TO SET, AND BABIES TO
PET,
AND SO MANY THOUGHTS OF YOU:
THE BEAUTIFUL HOUSEHOLD
FAIRY
FILLING YOUR HEART WITH
LIGHT:
WHATEVER YOU MEET TO-DAY,
JOHN,
GO CHEERILY HOME TO-NIGHT.

The Weather.
Lower level 8 a.m. Temp 85;
dull.
At the Peak 8 a.m. Temp 77;
fog.

The Mails.
American Mail.—Due per s.s.
Aldenhurst or China to-day.
Siberian Mail.—Due per s.s.
Chenan to-morrow.
English Mail.—Due per s.s.
Delta to-morrow at 4 p.m.
French Mail.—Closed per s.s.
Atlantique to-day at 11 a.m.
Australian Mail.—Closes per s.s.
Nikko Maru to-morrow at
11 a.m.

Count the Columns.

Yesterday the Telegraph
published 37 columns of solid
reading matter. To-day there
will be 34 published.

Manila Visitor.
Major T. L. Hartigan of Manila
is staying at the Hongkong Hotel.

Flood Relief Fund.
The Tung Wa Hospital Flood
Relief Fund now totals \$125,
328.30.

Chinese Festival.
To-day, according to the
Chinese calendar, is the Feast of
Heavenly Gifts.

Confidence Trick.
By the confidence's trick a trust-
ing Chinese has been relieved of
three rolls of cloth valued
\$25.00.

Too Many Passengers.
At the Marine Court, this
morning, a Chinese was fined
\$25 for carrying excess passen-
gers on a launch.

Bazaar Postponed.
The Flood Fund Bazaar, which
was advertised to take place this
afternoon, has been postponed
until August 3.

To Consignees.
Consignees of cargo by the s.s.
York are reminded that goods
undelivered after to-morrow will
be subject to rent.

Prize-Giving.
The annual prize-giving is to
take place at the Kowloon British
School on Friday at noon. His
Excellency the Governor will
distribute the awards.

At Home.
Lady May was "At Home" to
callers at Mountain Lodge this
afternoon. There was tennis,
and an enjoyable time was spent
by the numerous guests.

The Artful Cooie.
It has been reported to the
police that a parcel cooie of
Messrs. Whiteaway and Esidlaw's
has cashed a compradors order
for \$14, and has absconded.

Absconded.
A shopkeeper of 132, Holly-
wood Road has reported to the
police that a cooie has absconded
with \$25.19 in money which he
was told to pay to the Hung Fat
Shop, Bonham Strand.

Cooie's Burns.
A shop cooie of 134, Wing
Lok Street West, has been sent
to the hospital suffering from
burns received at a fire which
broke out at the premises this
morning.

Alice Memorial Hospital.
The Hon. Treasurer of the
Alice Memorial and Affiliated
Hospitals begs to acknowledge
with thanks the following
donation to the funds of the
Hospitals:—Y. T. Ping, \$25.

No Sittings.
There was no sitting of either
court at the Supreme Court, this
morning. The day had origin-
ally been set apart for the hear-
ing of a Full Court matter, but
that being postponed, gave the
authorities a "holiday."

Cremation Ground.
A board of officers is to
assemble on Saturday, August 1,
at 8.30 a.m., to inspect and report
upon a site for a cremation
ground for Indian Regiments in
Kowloon. The board will assem-
ble at the proposed burning
ghaut, which is reached by a path
on the east of the railway running
north from Hung Hom.

TRAFFIC TROUBLES.

Some Suggestions for the Good
of the Colony.

(SPECIAL ARTICLE.)

One was glad to see by the
Telegraph of Thursday last that
the Government is at length dis-
playing an intention of dealing
with the traffic problem in Hong-
kong. It is a problem, and a very
acute one, too—largely because
for year upon year it has been
allowed to persist without the
least attempt at solution. Any-
body's business has become no-
body's and as the Colony has ex-
panded and become increasingly
active, the confusion has corres-
pondingly become accentuated. We
have very excellent and
greatly detailed traffic regulations
as far as they go. They need
amplifying in some respects still
—especially so far as "the rule of
the road" goes—but, such as they
are, they are not even enforced
as they should be. This is more
especially the case in regard to
rickshas and trucks, but may be,
now that an Inspector of Traffic
is to be appointed, we shall see a
further revision of the regulations,
and what is of even greater im-
portance, a strict enforcement of
the rules.

The point occurs to the writer,
however, that the new intention
of the Authorities might very
well be taken further than is
apparently intended. I am told
that Singapore has given special
consideration to this question,
and, though there is far more
vehicular traffic there than here,
one cannot help thinking that it,
would be to the Colony's advantage
to learn a lesson or two from our
Southern neighbor. In Singa-
pore, so I am told, there is a
special corps of Malays employed
solely to regulate the traffic, and
at their head is a European
Inspector, with the rank of
Magistrate. Not only does he
generally supervise the traffic,
issue licences, etc., but all
cases of infringement of the
regulations come before, and are
dealt with by, him in his
magisterial capacity, thus re-
lieving the ordinary Police Courts
of cases of this kind. Could not
such a scheme, or a similar one,
be made applicable to Hongkong?
The writer thinks it might, and
puts it forward in the hope that
it will receive due consideration
from the authorities.

The appointment of a Traffic
Inspector is a wise step, but,
in view of the hopeless confusion
which now characterises our
street scenes, it is not enough.
No one man can be expected to
restore order out of the present
chaos; he will need the assistance
and co-operation of a specially-
detailed body of men—and that
is what the Singapore scheme
would give him. Mention has been
made of the rickshas and truck
traffic in particular but it must not
be assumed that there are no
other phases which call for at-
tention. There are. And especi-
ally it is to be hoped that some
effort will be made to deal with
the hordes of Oriental pedestrians
who shamble along the pavements
of our principal thoroughfares,
anyhow and everywhere, to the
general discomfort and annoyance
of everybody but themselves.
There are our cycling friends,
also, who would be no
worse for a little judicious
supervision. In the matter of
rickshas traffic, Ice House Street
might very well do with a special
corps of men to guard the foot-
going public from danger. These
are a few points which occur to
one. They are put forward purely
in the common interest. Are
they not worth a little considera-
tion?

A Useful Addition.

The U. S. Court for China has
recently received as additions to
its law library, 522 volumes of
State Reports including those of
Illinois, Iowa, Massachusetts,
Michigan, Minnesota, New York
(Court of Appeals), and
Pennsylvania. These together
with the California Reports
which the Court has had for
some years, make the states
mentioned complete to the
National Reports which the
Court also has. The library now
has 3,557 volumes.

COSTLY CELEBRATIONS.

Cracker-Firing Ends in
a Serious Blaze.

A fire broke out at six o'clock,
this morning, at 134, Wing Lok
Street West, the premises of the
Yu Kuk, paper and cracker
merchants, and damage to the
extent of \$10,000 was done.
The place is insured for \$18,000
with Messrs. Meyerink and Com-
pany.

The fire brigade under Mr.
King (Deputy Superintendent
of Police) attended, and managed
to prevent any further damage
being done. The fire is supposed
to have originated from the
sparks of a forty-foot chain of
crackers which was exploded in
commemoration of the opening of
new premises. The sparks ignited
a large quantity of crackers stor-
ed on the second floor.

CONSULAR RECEPTION.

Senor Darteano's "At Home."

Senor Darteano, the Consul
General for Peru, was At Home
to-day on the occasion of the an-
niversary of the independence of
Peru, 1821. To the outsider,
Peru may seem to have but little
interest in this far distant Colony;
but it is perhaps not generally
known that, in the State of Peru
at the present moment, are well
over fifty thousand Chinese, and
that, between these and the
Hongkong native merchant, a
very brisk interchange of
money is continually going on.
At to-day's reception, H.E.
Governor and H.E. the General
and Officer Commanding were re-
presented by their aides-de-camp, while
among the callers during the
morning were most of the local
Consuls, together with the heads
of the European business houses
in Hongkong.

LANGKAT OUTPUT.

The Langkat output for June
was 8,883 tons and the average
daily output was 288.76 tons:—

July is:—	
1st July...	283 tons
2nd " "	204 "
3rd " "	249 "
4th " "	220 "
5th " "	219 "
6th " "	228 "
7th " "	258 "
8th " "	244 "
9th " "	218 "
10th " "	208 "
11th " "	181 "
12th " "	201 "
13th " "	207 "
14th " "	283 "
15th " "	187 "
16th " "	218 "
17th " "	228 "
18th " "	204 "
19th " "	332 "
20th " "	355 "
21st " "	356 "
22nd " "	348 "
23rd " "	316 "
24th " "	323 "
25th " "	320 "
26th " "	309 "
27th " "	278 "
Total to date	7,238 "
Daily average	268.07 "

International Rugby—The Melbourne Match.

At the adjourned conference of
the League and Association repre-
sentatives on July 4 an agreement
was arrived at so that Victorian
football will not clash with the
international Rugby game in
Melbourne on August 15. The
conference decided that the
Association should play one
semifinal match on August 8 on
the Melbourne Cricket Ground,
and the other match on a ground
to be decided by the Association;
also that the Association final
should be played on the Melbourne
Cricket Ground on August 22.
The arrangements for August 22
will be subject to approval of the
Melbourne Cricket Club, and Rich-
mond Football Club.

OPIUM CONFISCATED.

Found on the s.s. Atreus.

Mr. J. R. Wood, at the Police
Court, this morning, made an
order confiscating 20 lbs. of opium.
The drug was found concealed on
board the s.s. Atreus by Detective
Sergt. Pincoot, and in the absence
of an owner he made an applica-
tion a month ago for confiscation.
The magistrate refused the
application until notices had been
posted on the ship, on her return
trip, indicating the finding of the
drug.

Det. Sergt. Pincoot reported to
the magistrate that his instruc-
tions had been carried out, and
the order was made.

MOTOR PROSECUTIONS.

The Question of Joy-Riding in
Shanghai.

The Police regulations with
regard to joy-riding have under-
gone slight modification, says the
Shanghai N. O. Daily News. The
ban has been removed from
private and hired cars used by
foreigners after midnight, subject,
of course, to due respect being
paid to ordinary rules, and the
Police will in future give special
attention only to parties of Chi-
nese using hired cars in the early
hours of the morning. They will
be turned aside from Bubbling
Well, but will of course still be
at liberty to keep up the best
traditions of "joy-riding" in the
French Concession.

After all that has been said on
the subject, it does not appear
that there need be any prolonged
dispute between police and
public. All that is required
is that cars shall be driven at a
moderate speed, that motor horns
shall be sounded with due regard
to necessity and not as a means
of advertisement, and that
owners should moderate their
ambition in the matter of
brilliant head lights. One
imagines sometimes they feel it
incumbent upon themselves to
illuminate a whole neighbour-
hood and not merely the
front of their car—which
is really all that is required.
The question of headlights is
being discussed by the Shang-
hai Automobile Club, and
doubtless the word will be passed
round that motor car owners will
be doing the public a favour by
economizing in the matter of
headlights. Otherwise, the Police
may find it necessary to frame
another new regulation.

This month the number of
motor car prosecutions in the
Mixed Court has touched a record.
That such prosecutions go up
with the temperature is shown
by the records.

Last year for various infringements
of the regulations, prin-
cipally fast or incompetent
driving by Chinese chauffeurs,
there were in April nine pro-
secutions, in May two, in June
fifteen, and July fifteen.

This year there were nine in
April, nineteen in May, twenty-
one in June, and so far during
the present month, sixty-four.
The record number for the present
month is due to the fact that
prosecutions are taking the place
of cautions formerly administered;
a change of procedure necessitated
by the increasing traffic dangers.
As a rule the fines inflicted are
not excessive, generally amount-
ing to \$2 to \$5. This year six
people have lost their lives
through being knocked down by
motor cars, two in February, two in
June, and two this month. There
have been five fatal tram car
accidents, but in each case the
accident was due to a fall from
the car whilst it was in motion.

It will be seen that the extra-
ordinary number of prosecutions
this month is due to a more strict
enforcement of the rules of the
road, apparently in danger of
being forgotten.

THE BEECHEY CASE.

The Indictment by Crown Advocate.

At the Supreme Court, in Shanghai, on the 21st inst., before Mr. F. S. A. Bourne, C. M. G., Assistant Judge, Harold Laucelot Beechey appeared in answer to a charge of fraud in connection with the British and Belgian Industrial Bank, Ltd. Considerable interest was taken in the proceedings, which were before the following jury: Messrs. P. O'Brien Twigg, E. T. Goodale, F. W. Alexander, P. F. Lavers, and K. H. Martin. Messrs. D. H. Reed and G. A. Johnson were challenged by the counsel for the accused.

Mr. H. P. Wilkinson, the Crown Advocate, with Mr. S. H. McKean appeared to prosecute, and Mr. N. C. Home appeared on behalf of the accused.

The Crown Advocate, in opening the case for the prosecution, said that as regarded the question of time, the jury would not have noticed that the Crown did not say that on any particular date these two men, and others, solemnly sat round a table and entered into a conspiracy to defraud certain persons, but the Crown did say that some time between October 5, 1912, and November 30, 1912, Beechey was consenting to the plan with Baron de Macar of founding the British and Belgian Industrial Bank, or any other bank which might have come out of it, that bank, in fact, being a humbug, and being conducted as a humbug. Whether accused joined Baron de Macar or not, it did not matter. What he had to show was that the two men did come in jointly with the plan, and they did it for the purpose of running the bank or any other business arising out of it with the intent of getting people's money on the representation made. It did not matter whether they thought the bank might ultimately be a success; if it had been, they would doubtless have been very glad. It was no uncommon thing for a business to start on a rotten foundation, and then reach a state of semi-respectability. The charge was that the two persons and others conspired to run the bank—an absolutely unsound bank—and to take people's money, either as shareholders or depositors, but they did not treat it as money of depositors or shareholders. What they did with the money was the best proof of what they intended to do with it. What they did with it was to spend it. The bank never did any real banking business at all. Beechey may or may not have been in the thing before October, 1912, but he must have been in some time before, because in the Memorandum and Articles of Association of the British and Belgian Bank, which was incorporated in Hongkong on October 5, 1912, they found in article 110 that the first secretary of the bank was to be H. L. Beechey. That statement was apparently not made without his consent, because there was no other secretary of the bank.

Proceeding, Mr. Wilkinson said the nominal capital of the bank was a million taels, but the total amount of money received one way or another was Tls. 109,000. From that sum, Tls. 26,000 were paid in by gentlemen who promptly took steps to take it out again, so that reduced the amount to Tls. 83,000. The first sum paid into the bank was in June, 1912, before the incorporation of the company. The money was put to a private account in the Hongkong and Shanghai Bank in the name of Baron de Macar. Beechey, said counsel, knew of that account.

The way the money was spent was first in a very gorgeous and big staff. It might be stated by the defence that all the money spent in wages, over \$40,000, was proper bank business, but counsel for the prosecution contended that all the business they did was to keep a big staff and pay it well. They could quite understand how it would be that a Chinese visitor, with Baron Macar at the head of the bank, and a gorgeous staff receiving him, would be taken in, at any rate it would give him the idea of solidity and importance. He has been said that many people have to keep motor cars in order

to get trade, and in that case it seemed that Baron Macar and the accused had to keep up a gorgeous bank to get business.

There was a certain amount received from shareholders, continued Mr. Wilkinson. The extraordinary part was that there were only two share scrip issued. The company was registered in Hongkong, but it did not get its certificate permitting business until October, 1913, and it only got it then after the Registrar had got a little reative. There had been documents issued to agents, and these Counsel described as being as beautiful as the Decoration of the Medium Crop. The parties seemed to have had a weakness for keeping every scrap of paper that they sent to each other. Whether they wanted to be quite sure of what they had written or what they had not written, counsel did not know, but all sorts of papers were found among the documents seized. The British part of the bank was primarily Beechey, and the Belgian part was Baron de Macar.

Counsel then dealt with many of the documents, one of which stated that capital would be forthcoming from Belgium. Mr. Wilkinson remarking that not a cent came from Belgium, all the money subscribed coming from Chinese. They had also the "get rich" scheme, whereby a man with inside information gets money from small investors who have not the time or the inside information to invest, and he then puts it in one large amount and makes money for his clients, instead of for himself. Another scheme which was contemplated was the issuing of bank notes, and among the documents seized was the plate of the notes. They all knew that if they had enough money to redeem a few notes and stop any rush that might ensue, how very easy it was to make money that way.

The case was adjourned to next day.

Hongkong Ordinance Blamed.

At the hearing on July 22, Mr. Home, for the accused, said that the Hongkong Ordinance was largely responsible for the state of affairs. The whole system was wrong, and its existence was the primary cause of what had occurred here. But that was no reason why Beechey should be found guilty of the offence. It must be absolutely proved clearly and beyond reasonable doubt, that Beechey was guilty. Anybody coming into the court and listening to the evidence would have thought that it was a trial of Baron Macar. All through the man behind it all was Baron Macar and not Beechey. Baron Macar had admitted it with perfect honesty. There was no evidence to prove that Beechey received one cent beyond his salary. He submitted that there was very much more than a reasonable doubt as to the guilt of the prisoner.

Mr. Wilkinson summed up, and said that the case for the prosecution had been one of documents. They had seen the light way in which Beechey had treated the matter, and he was just the man who would go in with Baron Macar and if it had come out trumps he would have been on velvet.

His Lordship summed up to the jury, and pointed out that the Belgian Consul had told them that such a company as the British and Belgian bank would never have been registered under Belgian law because a proper proportion of the capital was not paid up. The company went to Hongkong and was allowed to register. It seemed to him that legally Hongkong ought not to have registered the company, and morally, even supposing they could have legally registered, they ought not to have done so. The result was that people registered the companies and came up to Shanghai to prey on the Chinese, and whereas in all civilized countries there was an Act by which people could be protected, yet when the Hongkong Administration launched the companies on them in Shanghai they had no power of protection, and it was only when an officer of the company actually infringed the ordinary criminal law that they could deal with the matter.

The fact that Baron Macar and the accused were able to get their company registered in Hongkong did not at all excuse them for what they might have done, and that was

THE POSITION IN CHINA.

Views of Sir Richard Dane.

Sir Richard Dane, who has for the past year been financial adviser to China, particularly as regards the Salt Gabelle, was seen on 26th ult. by a representative of the Morning Post.

"I have come over to escape the hot weather in Peking. It is hot and dusty there when it is not steaming with moisture, and I am simply on leave for holiday purposes. My only object is to get to Scotland and have some fishing. I am after trout, not financial projects. I have only been in China for a year, but I like the country very much and believe in it. The general position is improving steadily. Money is coming in much faster than was anticipated. For two years the South did not contribute; now the influence of Peking is being felt throughout all the provinces, and more and more revenue is coming in. When I left we had received some \$32,000,000, and I believe by now it is about \$34,000,000, and that puts matters on a sound footing. You get a great deal of news over here that is rather a mystery to me. That there is some disorder is obvious, but I think much that is reported is unreliable. The disbanded soldiers have a tendency to become brigands, but I have every reason to believe from my own observation that the country will settle down and be prosperous. At any rate, make it clear that I have no object in returning home except to obtain a pleasant holiday and some fishing.

The Care of Aborigines.

The Home Secretary has stated that he was totally opposed to the suggestion that aborigines should be handed over to the charge of the Commonwealth. There might be something in the proposal so far as West Australia was concerned, but the conditions were totally different in Queensland, where the Government made a financial success of the operations of the aboriginal settlements.

Subsidised Doctor.

The Government's scheme for subsidising doctors in the out-districts, daily brings letters to the Minister for Public Health. Writing from Tottenham, the secretary of the Progress Association says: "In cases of sickness, when a patient is in a low state, the cost of bringing a doctor here is £25, and conveying a sick person 48 miles to Trangie involves considerable risk."

The hon. secretary of a hospital committee movement at Lightning Ridge writes: "Last year we had the sad experience of a man dying on the road to the hospital. The nearest hospitals are Collarenebri and Walgett, both 48 miles distant. The present charge for the attendance of a doctor here is £20."

really the point which the jury had to deal with. If they could say that Beechey had been perfectly honest then they would acquit him, but if on the evidence they found that he and Baron Macar had been drawing salaries and drawing money from the Chinese with the knowledge that they would never do any business, then they would bring in a verdict of guilty.

The jury retired, and after a short absence returned and brought in a verdict of "Guilty." Mr. Home appealed to his Lordship for leniency on the ground that the accused bore a good character and that he had certainly been under the influence of Baron Macar.

The Sentence.

His Lordship said the accused had been found guilty and, in his opinion, quite rightly. He thought the offence was worse than if Chinese had been robbed with violence. He did not say that Beechey was guilty to the same extent as Baron Macar. If his Lordship looked on Beechey as being the principal, he would sentence him to eighteen months imprisonment, but bearing in mind Mr. Home's words on his behalf, and the fact that he was not in any way the prime mover in the fraud, he thought he could sentence him to four months imprisonment with hard labour.

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

AUSTRALIAN NEWS.

Cruelty to Animals.—Some Startling Statements.

Recently, at Sydney, the Minister for Justice, after hearing a deputation from the Animals' Protection Society of New South Wales, said: "You tell a sad story. The hearing of it makes one wonder if the establishment of our civilisation has taken us very far forward, or if, indeed, we are not very far back in humanity's cause. I am with you in deploring the lack of public interest in your society."

In introducing the deputation, Mr. G. Eap, M.L.C., said they wished to refer to certain cases of extreme cruelty to animals, and to certain defects in the law. In regard to the over-crowding and insufficiency of our stock travelling on the railways, they suggested that the Railway Department should appoint a manager, whose duty would be the care and attention of travelling stock. The society in ordinary cases of cruelty to animals asked that the law should be amended to increase the fine.

Mr. P. O. Trebeck said the society wanted an increase in the present Government subsidy. £250. Amongst the cases of cruelty which existed in New South Wales was cockfighting. The Minister—Cockfighting here?

Mr. J. D. Donkin, of Wyalong, declared that so far as public interest was concerned the society had not greatly progressed. It was 41 years old, he said, and last year the subscriptions, £214, amounted to £1 more than they did in the first year of the society's history. Speaking in favour of the duplication of the trunk railway lines and the need of different methods of handling live stock consignments, Mr. Donkin said that in two years the losses of stock on the railways were 22,000 sheep and 1,300 cattle. At Homebush 790 head of stock had been found dead in the trucks in one day. Recently on the Penrith railway section, out of 120 head of cattle in railway trucks 90 died of injuries received on the journey. Regarding the slaughtering of cattle in the abattoirs, the speaker said that he thought that shooting the animals was far preferable to pithing.

Mr. W. T. Moss, secretary of the association, said that one of the greatest scandals was the treatment of pit ponies. Mr. Joseph Horne, agent for the Wentworth estate, compared the fines imposed here, in regard to cruelty to animals, with those in England. Here the maximum was £5, or three months; in England it was £25, or six months.

Mr. G. Miller, late Under-Secretary for Justice, asked that the Society's inspector should be allowed a concession on the railways and tramways for travelling in the immediate area of Sydney.

The Minister said that he would immediately convene a meeting of the stipendiary magistrates, and bring before the chairman the circumstances which had been represented to him. He did not wish in any way to influence magistrates regarding the manner in which they should administer the law, but they would be asked to

as far as possible, fully inquire into cases of cruelty. So far as the question of stock travelling on the railways was concerned, the Government intended to complete the trunk line duplications as early as possible. As to the suggestion that one of the Railway Commissioners should be deputed to deal with travelling stock, he confessed that this idea had never struck his colleagues, but he would place it before them immediately. As to the funds of the society, the Government, in its place, would make a special grant. He supposed about £100 per annum would meet the case. Regarding the £ for £ subsidy, he would not promise that for all time, but if the society could only arouse further public interest, and obtain more money from the public, the Government would not stop at the subsidy asked for.

TO-DAY'S ADVERTISEMENTS.

COMPAGNIE DES MES-SAGERIES MARITIMES.

NOTICE

s.s. "PAUL LECAT"
Consignees of Cargo from London ex s.s. "Normand."

Consignees of Cargo from Bordeaux ex s.s. "Leroy Lallier."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 3rd August at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August 1914 or they will not be recognized.

All damaged packages will be examined on Saturday the 1st August at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 27th July, 1914.

THE HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND OF FIFTY CENTS per share for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14th AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday 4th August to Friday 14th August (both days inclusive), during which period no Transfer of Shares can be Registered.

By order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.

Hongkong, 28th July, 1914.

MACKINTOSH

& CO., LTD.
MEN'S WEAR SPECIALISTS.
(TELEPHONE No. 29)

READY-TO-WEAR!

TROUSERS

WHITE DRILL
\$4.50
PER PAIR.

GREY FLANNEL
\$7.00
PER PAIR.

CREAM GABERNETTE
(UNSHRINKABLE)

\$7.00 and \$9.00 PER PAIR.

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

TELEPHONE 346

TEAKWOOD FURNITURE

IN GREAT VARIETY,

CARPETS, CURTAINS,

CROCKERY,

ELECTRO PLATE

ELECTRIC LAMPS.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO. Corner of Flower Street.

ANDERSON MUSIC CO., LTD.

THE "ALLISON" ENGLISH
GREAT PIANO

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD.

TEL. 1322

AWARDS TO EXHIBITORS AT THE TAISHO EXHIBITION.

GOLD MEDAL TO CLIFFORD-WILKINSON
TANSAN MINERAL WATER Co., Ltd.

SECURES GRADE OF 100% IN 10 DAYS
LABORATORY TEST.

AMONG THE AWARDS ANNOUNCED AT TAISHO EXHIBITION ON FRIDAY MORNING THE 12TH JULY, 1914, WAS A GOLD MEDAL TO WILKINSON'S TANSAN, WHICH ALSO RECEIVED A GRADE 100 PER CENT IN THE TEST OF MINERAL WATERS CARRIED OUT BY PROFESSOR TAMBA AND PROFESSOR HATTORI. THIS PERCENTAGE WAS GIVEN BY THE WATER AFTER A LABORATORY TEST OF TEN DAYS, WHICH PROVED IT TO BE THE PUREST WATER IN JAPAN.

AS A RESULT OF THE GOOD SHOWING MADE BY WILKINSON'S TANSAN AT TEST, IT HAS BEEN ADOPTED BY THE HOUSEHOLD DEPARTMENT, REPLACING A FOREIGN MINERAL WATER, WHICH HAS PREVIOUSLY BEEN IN USE.

SOLE AGENTS

CANDE PRICE & CO., LTD.

Tel. No. 135.

6, Queen's Road Central, Hongkong.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	Empress of Asia	Empress of India	Empress of Japan
5th Aug.	19th Aug.	2nd Sept.	16th Sept.
16th Sept.	30th Sept.	14th Oct.	

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA," are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,825 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £45, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.
S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for KOBE & MOJI, on 8th Aug.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th July.
S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched as above on 7th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 28, 1914.

Agents.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

PASSENGER collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Summer-Excursion Tickets to Japan by all Lines.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANS.A."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking Care of Through rates to all European North Continental and British Ports, also Telex, Opden, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO, SAIL
Shanghai, Kobe and Yokohama	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Liberia	11th Sept.
"	Altmark	18th Sept.
"	Arabis	9th Oct.
"	Wurttemberg	16th Oct.
Victoria, V'vor, S'ho T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.
M'los, Hamburg and Antwerp	Hoerde	20th July
Havre, Bremen & Hamburg	Markomanna	11th Aug.
M'los, R'dam, Hamburg & A'werp	O. J. D. Ahlers	22nd Aug.
Havre, Emden & H'burg	Senegambia	25th Aug.
H'burg & A'werp	Dorfmund	1st Sept.
Genoa, Havre & Hamburg	Holsatia	10th Sept.
H'burg & Antwerp	Saxonia	12th Sept.
Havre, Bremen & H'burg	Scandia	21st Sept.
R'dam, Hamburg & A'werp	Sachsen	30th Sept.
H'burg & Hamburg	Sithonia	1st Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suoz, & Port Said	Iyo Maru Capt. Hirano T. 12,000	WEDNES., 29th July, at 10 a.m.
	Hirano Maru Capt. Fraser T. 16,000	WEDNES., 12th Aug. at 10 a.m.

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	Aki Maru Capt. Noma T. 12,500	THURS., 13th Aug. at 4 p.m.
	Sado Maru Capt. T. 12,500	TUESDAY, 25th Aug.

SYDNEY & MELBOURNE, via Manila, Thureda y Townsville and Brisbane	Nikko Maru Capt. Takeo T. 9,600	WED., 29th July, at noon.
	Kumano Maru Capt. Soyeda T. 9,300	WEDNES., 26th Aug. at noon.

CALCUTTA via S'poro, Penang & Rangoon	Sanuki Maru Capt. T. 12,500	SATURDAY, 18th Aug.
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BOMBAY via Singapore and Colombo	Jinsen Maru Capt. T. 5,000	MONDAY, 3rd Aug.
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NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyeda T. 9,600	TUESDAY, 25th Aug. at 5 p.m.
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SHANGHAI, Moji & Kobe	Rangoon Maru Capt. T. 12,500	WEDNESDAY, 12th Aug.
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KOBE & Yokohama	Kamo Maru Capt. Shimizu T. 9,600	WEDNES., 29th July, at 11 a.m.
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Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....\$135	\$122	\$108	\$95	
2nd class.....\$ 81	\$ 75	\$ 65	\$ 57	

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SAIGON	Kaigan	29th July at d'light
PAKHOI & H'PHONG	Sungkiang	29th July at 9 a.m.
SHANGHAI	Luchow	30th July at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	1st Aug. at m'night
WEIHAIWEI & TIENSIN	Huichow	4th Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	4th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaoxing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75.
Do. Hongkong to Tsingtau:—Single \$78, Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Telephone No. 36

Hongkong 28th July, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

The New S.S. Novgorod, Commander Kostromitrnof, 5,500 tons registered, 14,000 tons displacement, with excellent passenger accommodations and wireless telegraph, is expected to arrive here on Sunday night the 26th instant and will sail on Monday afternoon the 27th instant for Nagasaki and Vladivostok.

Fares: 1st class to Vladivostok \$100— to Nagasaki \$50.
Inter. 3rd class do \$40— do \$20.
Time: Hongkong to Nagasaki 5 days and Hongkong to Vladivostok 9 days.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,
Hotel Marlons, 3rd Floor, Rooms 12a & 14,
Tel. No. 1224.
ongkong, July 23, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tihini	JAVA	2nd half July	S'HAJ	2nd half July
Titaroom	S'HAJ	2nd half July	JAVA	2nd half July
Tibodas	JAVA	2nd half July	S'HAJ	1st half Aug.
Tilmahl	JAVA	2nd half July	JAPAN	1st half Aug.
Tillwong	JAPAN	2nd half July	JAVA	1st half Aug.
Tillmanock	JAVA	1st half Aug.	S'HAJ	2nd half Aug.
Tillalajap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. 115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru*	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10, Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " " " " £68.

*Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kyo Maru 17,200 - 15 knots Wed., 5th August.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 281

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug.
St. Albans	22nd Aug.	18th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUESDAY, 28th July at 11 a.m.
Hanching	W. C. Passmore	FRIDAY, 31st July at 11 a.m.
Haiyang	A. E. Hodgins	TUESDAY, 4th Aug. at 11 a.m.

FOR SWATOW.

Haimun	A. H. Stewart	WEDNES., 29th July at 11 a.m.
Haimun	A. H. Stewart	SUNDAY, 2nd Aug. at 10 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 50% on the full Fare.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

LOG BOOK.

Accident to the Denshin-Maru. The Osaka Mainichi reports that the Amagasaki Steamship Company's steamer "Denshin-maru" stranded on the shore of the Inland Sea at Tadanoumi, Hiroshima prefecture, during a dense fog at 10 a.m. on the 12th instant. Her hull was damaged and a large quantity of water entered. It will take two or three days yet to refloat the steamer. It is feared that the cargo is badly damaged.

Training Ship Tsugaru.

The training ship Tsugaru, which recently left Yokosuka on a training cruise with 68 Japanese and 18 Chinese students of the Naval Engineering College at Yokosuka, has returned to port after a 52 days' voyage. Admiral Ijohi, Commander-in-Chief of Yokosuka Port Admiralty, and other officers, visited the ship to greet her on her safe return. Admiral Suzuki, Vice-Minister of the Navy, who came down on behalf of the Minister, addressed the students on their duties. The Chinese students are to proceed to Shanghai in a few days. His Majesty the Emperor sent Captain Matsumura, an aide-de-camp, to the training ship to welcome her. —Japan Chronicle.

Rickmers Line Ready for the Coming Battle.

According to an Ostasiatischer Lloyd telegram, dated Berlin, July 14, the East Asiatic Shipping Conference, meeting at Paris, has decided to continue to fight the Rickmers Line. The agents in China of the Rickmers people—Messrs. Diederichsen & Co.—were recently interviewed on the subject. The China Press was informed that, although the meeting in Paris was not supposed to take place until the 8th prox., it was quite probable that such a decision had already been made. It was pointed out, however, that the prime movers in such a decision would be the Hamburg-American Line and the Norddeutscher Lloyd—who wish to reserve for themselves the increasing outward trade from Germany; rather than the British, French, and Japanese members of the Conference. It was further stated that, in all probability, the Rickmers Line will eventually be invited to join the Conference, but that the company, in view of its strong financial position, is indifferent as to whether it is in or out of the Conference. The Rickmers Line, according to the last balance sheet, is in a very strong position and commands very large reserve funds. These facts are admitted by the British, as well as the German, press. As is well known, the Rickmers Line is a family concern, and it was only owing to a difference between some of the members of the family that it became known that the financial position of the company is even stronger than is revealed by the balance sheet. In the last balance sheet the reserves amount to about 50 per cent. of the capital and all the properties, buildings, and installations of the shipbuilding yards in Bremerhaven, have a value of several million marks, but have been written down to one mark, or practically nothing. The opposition brought forward at the shareholders' meeting reveals the fact that the extra reserves provide another total of eight million marks, so that, instead of paying a dividend of 6 per cent., 15 per cent. could have been divided without shaking in the least the strong position of the company. The directors of the company admitted quite frankly that those reserves did exist, but that in view of the coming fight with the Conference lines, such reserves were highly necessary, in order that the company might view the position with equanimity, and still be in a position to continue the payment of the customary dividends. The agents remarked that, as the Rickmers Line possessed a "fighting" fund of about 10 million marks, lively times might be expected. They further commented on the fact that as the Conference lines were not backed by large running contracts from Siberian ports—as is the case with the Rickmers Line—their losses must soon reach an enormous total.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAPE

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, JULY 28, 1914

"SHELL" TRANSPORT.

Sir Marcus Samuel Replies to Mr. Churchill.

The annual general meeting of the members of the "Shell" Transport and Trading Company (Limited) was held on June 22 at Winchester House, Old Broad-street, London, under the presi-dency of Sir Marcus Samuel, Bt., the chairman of the company.

The Secretary (Mr. E. A. Smith-Rewse) having read the notice convening the meeting and the auditors' certificate.

The Chairman, who was cordi-ally greeted, said:—Ladies and Gentlemen,—Before presenting the balance-sheet to you, a duty devolves upon your directors to rebut the statements of Mr. Winston Churchill (hear, hear), made in the House of Commons about this company and its directors. The first and most serious is that we have exploited the necessities of the Admiralty, that we are a trust next to the Standard Oil Company—a trust of such mag-nitude that Mr. Winston Church-ill has assigned to us a very important position in the oil trade. He has stated that there was a combination among various com-panies so close and binding that there was no free market, and he has implied that the oil trade was controlled by the Standard Oil Company and the Shell Company. If this be so, what is the reason that for the years from 1907 to 1911 not a single ton of liquid fuel was purchased by the Ad-miralty from the Shell Company? In 1912 this company supplied no more than one-seventh of the oil fuel imported by the Admiralty in that year, and that quantity we supplied at a price which left the company a heavy loss. It was largely in consequence of the very low prices ruling then that pro-duction was discouraged and an inevitable reaction occurred 12 months later. In 1913 of the total quantity of oil imported by the Admiralty our company supplied less than one-eighth. The re-maining seven-eighths were derived from nine separate vendors, not one having the most remote connection nor alliance nor agreement with the Shell Com-pany, nor among themselves. I am sure that when the First Lord realizes these facts he will at once agree that he was completely misinformed when he stated in the House of Commons that there was a "ring" against the Admiralty and that we were con-cerned in it and that there was no "free market." (Hear, hear.)

The argument of Mr. Winston Churchill that because there was not an "open market" it was necessary for the Government to develop oil fields themselves goes by the board when it is re-membered that in addition to the nine companies from whom sup-plies were drawn in that year the Admiralty have notoriously obtained for 1914 and following years large supplies from Mexico, from the Scottish Shale Oil Pro-ducers, and from the Shell Company, whilst they know, too, that supplies are increasing in Trinidad, Sarawak, and Egypt, and that the opening of the Pan-ama Canal will place vast quan-tities of oil at their disposal.

Cause of the Rise in Price. The great rise in the price of which Mr. Winston Churchill complains was, amongst other natural causes, due to the pro-spective demands of the Admir-alty being concealed instead of being announced as early as possible. (Hear, hear.) The imports of oil by the Admiralty in 1913 were no less than 150 per cent. in excess of those in 1912. With such a large and sudden increase in demand the wonder is that the Admiralty had not to pay still higher prices, and that they did not prove the elasticity of the oil market. The

Admiralty, if they wished to secure supplies, made the grave mistake of supporting one com-pany only (hear, hear), and of keeping at arm's length this company, whom the First Lord has honoured by describing as a power in the oil world. The specification prepared for liquid fuel for the Admiralty was of a character which excluded many sources of oil from supplying it. With the growth of the require-ments of the Admiralty for liquid fuel it became necessary to obtain larger supplies, and then, and then only, was this company approached. We cannot betray Admiralty secrets, and, unless Mr. Winston Churchill releases us, we may not disclose the actual figures at which we have sold to the Admiralty, even for refuting the accusation, which we deeply regret, that we are only courteous "at a price."

An Invitation to the Admiralty. Mr. Churchill's sneer. But since the accusation has been made, we invite the Ad-miralty to disclose the f.o.b. price at which we sold them, and at the same time to state the price paid to others for supplies bought at the same moment. My colleague, Mr. Deterding, resents as deeply as I do the insinuations made against this company that we have been courteous to the Admiralty only "at a price." Mr. Winston Churchill himself, in his speech in the House, acknowledged how much he was indebted to Mr. Deterding, and consequently to the company, for what had been done for the Admiralty. It is to be regretted that in the report of the debate Mr. Deterding's name, which was mentioned by Mr. Churchill, was accidentally omitted.

We next come to a sneer by Mr. Winston Churchill which is unworthy of him. He stated that if the Government did not con-clude the purchase of the Persian Oil Fields, the Shell Company would have bought them, and under some high-sounding patriotic name would have regis-tered another company. His sneer applied, no doubt, to the fact that the Company in which the Shell Company and the Royal Dutch Company are the sole shareholders is called the Anglo-Saxon Petroleum Company, whilst it is agreed that in those of our companies, which operate in British territories the majority of the directors shall be British subjects. The Dutch sources of supply now produce 1,500,000 tons of petro-lean annually. We have never done a greater service in securing a supply of liquid fuel for the Navy than when we realized the potentialities of the Dutch East Indies. (Hear, hear.)

The Company and the Royal Dutch Company. The reproach that we might suffer from a foreign alliance would possibly have held good if it were with a country having conflicting interests with Great Britain and having a fleet requir-ling large supplies of liquid fuel. Neither of these conditions applies to Holland, and it has not been the least of the difficulties of your directors that the censures directed against this company have been based upon the fact that they were in alliance with the Royal Dutch Company. We have not only never denied, but we are proud of the asso-ciation. (Hear, hear.) It has promoted good feeling between the two nations, and this will progress unless it is disturbed by unwise, ungenerous, and mis-leading misrepresentations. Most fortunately, Mr. Deterding and his Dutch colleagues are broad-minded men, and they have not resented the attitude which has been taken. But on the contrary, they have given, and I am quite sure will continue to give, every help that they possibly can to the British Admiralty if they will frankly state what it is they require and give us time and opportunity for providing it.

I am only too glad to chronicle

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

THE BOXER INDEMNITY.

STUDENTS FOR AMERICA.

Peking, Received July 28. One hundred students supported from the Boxer Indemnity Fund left for America on July 15, including twelve women, who are the first women students to go to America under the Indemnity Fund.

CHINESE RAILWAYS.

COSTLY UNDERTAKING PROJECTED.

Peking, Received July 28. It is reported that the preliminary contract has been signed between the Chiao Tung-fu and a Belgian syndicate to construct a line from Lanchowfu to Kaidja, a length of 1,850 miles at a cost of \$12,000,000. The security given for the money will be the line itself and the mining con-cessions in Kanau and Sinkiang.

THE POLL TAX QUESTION.

EX-GOVERNOR TO INVESTIGATE.

Peking, Received July 28. The Government has ordered the retiring civil Governor of Canton to visit Kwongchow before proceed-ing to Peking in August, in order to find out the facts in connection with the alleged poll tax. It is stated that the Central Government will discuss the matter with the French Minister on arrival of the civil Governor.

that since the Admiralty realized their needs, since equal oppor-tunity was given to this company with their competitors, a totally different spirit has prevailed, and it was therefore astonishing to us to hear that, under the pretext that there was a "ring" against the Admiralty, and that we were parties to the "ring," it was thought necessary to take a step new to Government practice and to involve public funds in a commercial adventure. In the tale that I shall presently have to unfold to you in connection with your own business, you will see our total production for 1913 amounted to 4,000,000 tons. The small quantity which the Ad-miralty took from us is a bagatelle compared with this, and your interests are therefore financially independent of prejudices and attacks even by a Government Department. But we would express the hope that, with the elucidation of the facts which we have placed before you, the prejudice which has existed against this company may be dispelled. Under no cir-cumstances whatever will your directors and managers—British or Dutch—resent to the injury of the British Empire the griev-ances which we have had against individuals. In spite of what has occurred, such service, advice, or assistance as we can possibly render to the Admiralty will be freely, willingly, dis-interestedly, and always at their disposal if they choose to avail themselves of it. (Cheers.)

Ladies and Gentlemen,—Never has it been my privilege to submit to you such a balance-sheet as I now have the pleasure of putting before you for the year ended December 31, 1913. After pro-viding a sum of \$14,021 2s. 6d. for depreciation on investments (we never take credit, as against this item, for appreciation on securities already written down);

after debiting to profit and loss not only the entire expenses on the new issue of Preference and Ordinary capital amounting to \$5,202 3s. 3d., but the entire stamp duty on increase of capital of \$12,500, we are still able to carry to the balance sheet \$1,800, 25s. 13s. 4d. (Cheers.)

I must refer a moment to the figures on the liabilities side of the balance-sheet. You will find that during the current year \$900,000 (very largely derived from premium on new shares) has been added to the reserve, raising this item to \$3,900,000. Whilst the amount of the carry forward this year is shown as \$326,554 6s. 7d., it is in reality \$18,338 4s. more because you will see that in the appropriation state-ment we have given the full amount of the second interim dividend actually paid out to the shareholders. It must be borne in mind, however, that there stands at the credit of dividend account the amount of \$18,338 4s., as shown in the balance-sheet, which will be brought into effect in the 1914 accounts. The dividend of 35 per cent. for the year, which is paid free of income-tax, is payable upon \$4,047,610, whilst Preference dividend has been paid on the full capital of \$2,000,000, both being material-ly larger sums than in the pre-vious year. In securities invested outside the business, in bills receivable, fixed deposits with bankers, and cash at bankers, on current account, and at short notice, we had in hand at the close of the year \$2,100,000 of liquid resources.

Provision for Depreciation. In the brief summary which was issued with the report, the item to which I wish to direct your attention is the fact that the Anglo-Saxon Petroleum Company (Limited) and the Bataafsche Petroleum Maatschappij have set aside for depreciation for the year \$1,218,000, this making with that

set aside from the inception of those companies in 1907, \$5,508, 000, or 55 per cent. of the original capitalization. (Cheers.) Nor is this all. Every subsidiary com-pany in which we have a voice is financed on the same sound lines. Each provides its own depreciation. Whilst I am on the question of the resources of the company, you must have observed, with the pleasure that it has given your directors, the fact that the Bataafsche insurance fund has been raised during the year by a sum of no less than \$260,000, and that it now stands at \$780,000.

A "Fortunate" and "Most Interesting" Year.

The year under review has been not only a fortunate but a most interesting one. Upon the declaration of the British Ad-miralty that they had decided to use liquid fuel on a large scale in view of its overwhelming advan-tages so constantly demonstrated to them by this company by tak-ing their engineers on Shell boats and imparting to them all the knowledge we had obtained, hopes were raised high that the policy of "a fair field and no favour" would at length prevail. (Hear, hear.) Under this stimulat-ing influence, a determined effort was made by all the producers to furnish the Admiralty with such a supply of liquid fuel as would warrant them in continuing in their enlightened policy of increasing the units in the fleet to burn oil, for we are convinced that a coal-fired fleet cannot survive against one oil driven. Great success has attended our efforts, which were devoted (in so far as prospects of success existed) to the development of fields all over the world, especially includ-ing British territory or places under British jurisdiction.

The First Lord of the Ad-miralty has misconstrued this action, and has assumed that our purpose was to raise prices. The motive that prompts us is to obtain large, constant, and wide-spread supplies from as many sources as possible. This obviates dependence upon any one field, and enables us to undertake business and to give contracts of supply practically without a force majeure clause. A fleet once on liquid fuel, cannot afford to contract and be subject to a force majeure clause which quite suddenly becomes operative. It is in the best interests of consumers that certainty of supply should be established.

Oil Supplies from Sarawak and Trinidad.

When I last had the pleasure of addressing you our production in Sarawak was about 65 tons a day. It is now 200 tons a day. This proven field has been brought into bearing at an expenditure of only \$225,000; that is what it stands at in your books to-day. A great change has come over the position in Egypt. A few months ago we were frankly pessimistic as to the outlook of that field. We are more fortunate than most companies in the fact that we have in our service a staff of geologists whose ex-perience in very widely separated countries is probably unique in the oil world. In pass-ing, I may tell you that we have also a school for the training of boremasters by practical experience, and this has often stood us in good stead. In Egypt, our geologists found there were signs of oil akin to those which they had observed in another territory where we are working. Following their indi-cation, a well was put down on a site chosen. It proved to be a remarkable and astounding well. Up to that time wells of 100 or 200 tons a day were looked upon as phenomenal, whereas the well in question gave an initial pro-duction of 4,000 tons per day. It was quite impossible to deal immediately with such a flow of oil, and a great deal of it lost. Owing to the necessity of bottling

it down to proportions with which we could deal, it was never flowed to its full capacity. After some time an incursion of water took place which caused us grave anxiety as to the future of the well. It has now settled down to a pro-duction of about 140 tons a day, water having been reduced to 33 per cent. Some years ago some American prospectors drilled for oil at Gernsah, but abandoned the effort to obtain it. It appears that the water there was never properly shut off. The theory is that it is water from that old well which has penetrated to those we are drilling, and from which great trouble was experienced in the earlier Gernsah wells. We still hope that we shall succeed in shutting off this water completely. I have always con-tended that nature does not deal in retail, and it is extremely improbable that this rich well will constitute an only one. We therefore look with some hope and confidence to getting ulti-mately a regular production from Gernsah.

We are even more hopeful, in this connection, of a supply from Hargada, where, undoubtedly, the credit of locating the field is due to our own geologists. A well struck oil, and has for some months given a steady and sustained flow of about 25 tons a day. A large drilling programme has been marked out on this field, as we have good grounds for stating that the antichinal is a long one. We have voluntarily associated with us the Egyptian Government. We have given them a participation in profits. We have invited them to place a director on the board of the Anglo-Egyptian Oil Company (Limited), and they have nominated the Hon. Hugo Baring to fill that position. We have not asked them for any financial assistance, although we have given them a right of pre-emption on our Egyptian produc-tion. We have participated with three other parties in the develop-ment of Trinidad, where a certain measure of success has been attained, and where we hope, when the territory is more known, to obtain a regular and a large production. From these three sources it appears to us probable that the Admiralty requirements for liquid fuel, even on a large scale, can be supplied if we could be certain of its offtake when we have manufactured it.

Look at the growth and pro-gress of this great business. We have not had, and we have never sought, financial assistance from any Government, nor have we enjoyed any subsidy or any protection, and, I regret to say, we have not always had even fair play. We have kept entirely free from "Trusts"—a reproach so often levelled at this company by competitors, who have made grossly unfair use of an argument which they know to be untrue. Yet, as the balance-sheet which we have placed before you shows, a business conducted upon thoroughly sound lines is able to hold its own, and to give to its shareholders the splendid re-sults which able management has alone secured. (Hear, hear.) In yet another sphere of our ac-tivities we have had very great suc-cess. I refer to Mexico, where we acquired an area of carefully selected and promising oilfields 20,000 acres in extent. We paid very little for these lands, because they were unproven. We thought this much better in your interest than buying developed property, because here again we had confidence in the sagacity of our geologists. Early in the year we struck a well giving a flow which increased to 180,000 barrels a day. It took us by surprise, because we had not looked for anything approaching such a large produc-tion. With great energy our staff on the spot set themselves to work and got ourselves amongst the largest producers in Mexico. (To be concluded To-morrow)



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MANILA	Loongsang	Sat., 1st Aug. at 2 p.m.
TIENTSIN via Swatow	Chipshing	Sun., 2nd Aug. at 10 a.m.
W'wei & C'foo	Yuensang	Sat., 8th Aug. at 2 p.m.
MANILA	Yatsing	Wed., 12th Aug. at noon
S'hai, Kobe & Moji		

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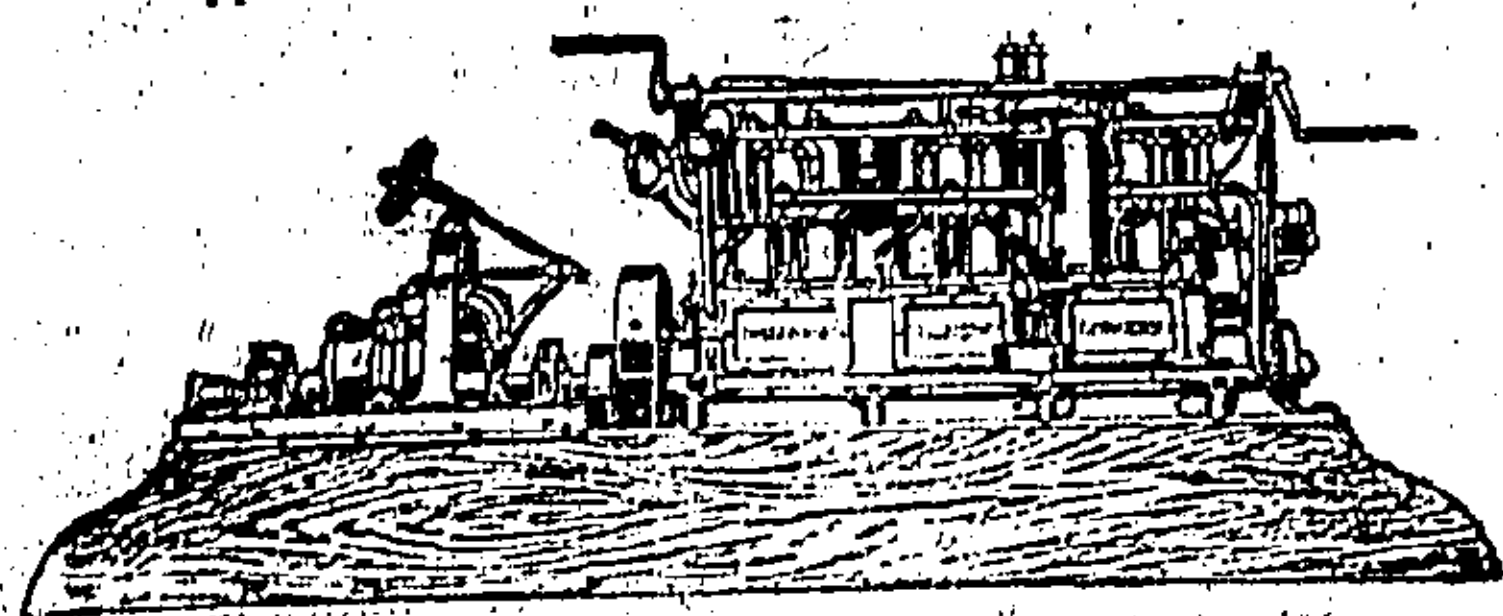
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Marseilles, Rotterdam etc.	Stentor	R. & S.	1, Aug.
London, via Usual Ports of Call	Devanha	P. & O.	1, Aug.
T'te, Fiume V'ce, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
London & A'werp via S'pore etc.	Syria	P. & O.	5, Aug.
N'les, G'oa, A'rs, L'bon S'ton, &c.	P.E. Friedrich	M. & Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Friska	H. A. L.	7, Aug.
Havre B'men & Hamburg &c.	M'komannia	H. A. L.	11, Aug.
M'les, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.
London & Antwerp	Carshire	J. M. Co.	31, Aug.
H're, H'burg, A'werp &c.	Dortmund	H. A. L.	1, Sept.
Genoa, Havre & H'burg	Holstia	H. A. L.	10, Sept.
Hamburg & Antwerp &c.	Saxonia	H. A. L.	12, Sept.
Havre, Bremen & H'burg &c.	Scandia	H. A. L.	21, Sept.
R'dam, H'burg & Antwerp &c.	Sachsen	H. A. L.	30, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Keelung, Shanghai and Japan &c.	Siberia	P. M. Co.	2, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Chiyo M.	T. K. K.	4, Aug.
Boston and New York via Ports and Suez Canal	Royal	A. K. & Co.	5, Aug.
Victoria, Tacoma, Seattle etc.	Teucer	B. & S.	5, Aug.
Vancouver via S'hai & Japan &c.	E. of Asia	C. P. R.	5, Aug.
Via, B.C., T'ma via K'lung, Japan	Tacoma M.	O. S. K.	5, Aug.
Victoria, Vancouver, Seattle, Tacoma & Portland	Den of Airtle	J. M. Co.	10, Aug.
San F'co via S'hai & Japan &c.	China	P. M. Co.	12, Aug.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
Boston & New York	C. F. Laeisz	H. A. L.	15, Aug.
Victoria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	19, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	9, Sept.
Victoria, V'ver, S'tle & P. (Or.)	Belgravia	H. A. L.	17, Sept.
Victoria, V'ver, S'tle & P'land (Or.)	Brasilia	H. A. L.	12, Oct.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Manila	Aldenharn	G. L. Co.	31, July
Fremantle	Onseng	B. & Co.	5, Aug.
Australia Ports	P. Waidemar	M. & Co.	8, Aug.
Australian Ports via Manila	Changsha	B. & S.	14, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	29, July
Kobe and Yokohama	Kamo M.	N. Y. K.	29, July
Bombay via S'pore, Port S'ham, Penang & Colombo	Malay M.	O. S. K.	29, July
Shanghai	Kalgan	B. & S.	29, July
Poochow via Swatow & Amoy	Delta	P. & O.	30, July
Yokohama, Kobe and Moji	Kaijo M.	O. S. K.	30, July
Shanghai	Dunera	D. S. Co.	31, July
Shanghai, Y'hama, Kobe & Moji	Bohemia	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	China	S. W. Co.	1, Aug.
Manila	Vorwaerts	S. W. Co.	1, Aug.
Tamsui via Swatow and Amoy	Loongsang	J. M. Co.	1, Aug.
Bombay via S'pore & Colombo	Daigi M.	O. S. K.	2, Aug.
Shanghai, Kobe & Yokohama	Jinsen M.	N. Y. K.	3, Aug.
Manila, Cebu and Iloilo	Tuebingen	M. & Co.	3, Aug.
Swatow, Amoy and Poochow	Tanning	B. & S.	4, Aug.
Shanghai, Moji, Kobe & Y'hama	Haiyang	D. L. Co.	4, Aug.
S'hai, N'aki, Kobe & Yokohama	Sardinia	P. & O.	5, Aug.
Kobe and Moji	M. & Co.	M. & Co.	5, Aug.
Shanghai, Kobe & Yokohama	Riojun M.	D. & Co.	9, Aug.
Shanghai, Kobe & Yokohama	Rangoon M.	N. Y. K.	12, Aug.
Shanghai, Kobe & Moji	Yatsing	J. M. Co.	12, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Kobe and Moji	Banri M.	D. & Co.	6, Sept.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c.	Tjilatjap	J.C.J. L.	Q. desp.
Japan	Tjikini	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.

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Australia	Nikko Maru
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India	Malay Maru

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Europe	Delta

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on July 23rd, a.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama between 2 & 4 p.m. July 21.

The C. P. R. s.s. EMPRESS OF ASIA left Yokohama at 7 p.m. on July 20, and was due to arrive at Kobe at 5 p.m. on July 21.

The C. P. R. s.s. EMPRESS OF INDIA left Shanghai at 9 p.m. on July 25, and was due to arrive at Nagasaki at noon on July 27.

AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama on Wednesday, July 22, for Hongkong via Manila.

The P. M. s.s. SIBERIA will be despatched from this port at 1 o'clock p.m. on Sunday, August 2, for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port via Queensland Ports, Port Darwin, Timor & Manila on the 11th inst. and may be expected to arrive here on the 1st August.

The A. O. Line s.s. CHANGSHA left Sydney on the 14th inst. for Hongkong via Thursday Island, Port Darwin, Zamboanga and Manila and may be expected to arrive here on or about 8th August.

ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore for this port on the 25th inst. at 9 a.m. with the outward English Mails, and is due here on the 29th inst. at about 4 p.m.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 8th inst. left Colombo on Sunday, the 26th inst. a.m. and may be expected here on or about Wednesday, the 5th August.

The I. G. M. s.s. KLEIST which left here on Wednesday, the 22nd inst. at 10 a.m. arrived at Singapore on Sunday, the 26th inst. at 5 p.m.

The I. G. M. s.s. GOEBEN which left here on the 24th June arrived at Genoa on Saturday, the 25th inst. p.m.

The I. G. M. s.s. YOROK which left here on the 22nd July, arrived at Shanghai on Saturday the 25th inst.

MERCHANT STEAMERS.

The S. L. s.s. DEN OF AIRLIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 25th Aug.

The Mogul Line s.s. LENNOX sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 30th inst.

The Mogul Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The East Asiatic Co. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The Ben Line s.s. BENVENUE from Leith, Middlesbrough & London left Singapore for this port on 23rd inst., and may be expected to arrive here on or about 29th inst.

The s.s. RUDI left Manila on Sunday the 26th inst. and is due here on Wednesday 29th inst. a.m.

VESSELS IN PORT.

Steamers.

Demodocus, Br. s.s. 6,689, A. E. Dodd, 12th inst.—Singapore, 7th inst. Gen.—Order.

Lysemoon, Ger. s.s. 1,238, E. Abahagen, 13th inst.—Saloon, 10th inst. Rice—Chinese.

Sulsang, Br. s.s. 1,737, Simpson, 13th inst.—Freemantle, Gen.—J. M. & Co.

Noleus, Br. s.s. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen.—B. & S.

Kanakuk, Br. s.s. 2,593, T. J. Archbold, 17th inst.—Halifax, Gen.—S. O. Co.

Paklot, Ger. s.s. 1,012, Pallner, 17th inst.—Bangkok, 10th inst. Rice—B. & S.

Zafiro, Am. s.s. 4,000, F. S. McMurray, 18th inst.—Manila, 15th inst. Gen.—S. T. & Co.

Skerries, Br. s.s. 2,953, 21st inst.—Java, 12th inst. Sugar—J. C. J. L.

Waishing, Br. s.s. 1,170, A. S. Woodgate, 21st inst.—Saloon, 18th inst. Rice—J. M. & Co.

Mendip Range, Br. s.s. 2,995, Foxworthy, 23rd inst.—Moji, 16th inst. Coal—G. & Co.

Onseng, Br. s.s. 1,757, Picknell, 22nd July—Java, 12th July, Sugar—J. M. & Co.

Anna, Norw. s.s. 1,017, A. Arntzen, 23rd inst.—Bangkok, 17th inst. Rice & Cotton—Chinese.

Haldia, Norw. s.s. 1,055, J. Jorgensen, 23rd inst.—Amoy, 22nd inst. Gen.—J. C. J. L.

Kwangso, Br. s.s. 1,302, G. J. Spink, 23rd inst.—Swatow, 22nd inst. Ballast—B. & S.

Promethus, Norw. s.s. 1,024, E. Jensen, 24th inst.—Bangkok, 17th inst. Rice—T. & Co.

Siberia, Am. s.s. 18,600, A. Zoeder, 24th inst.—San Francisco, 25th June, Gen.—P. M. Co.

Johanne, Ger. s.s. 953, Oho. Ulders, 25th inst.—Holhow, 24th inst. Gen.—J. & Co.

Indrakula, Br. s.s. 3,607, A. H. Smith, 24th inst.—Keelung, 22nd inst. Gen.—J. M. & Co.

Derwent, Br. s.s. 1,365, J. Jenkins, 25th inst.—Saloon, 21st inst. Rice—Chinese.

Sabine Rickmers, Dut. s.s. 573, 24th inst.—Singapore, 17th inst. Bulk oil—A. P. Co.

Chipsing, Br. s.s. 1,127, E. W. Schank, 25th July—Wai-hai-wai, 20th July, Gen.—J. M. & Co.

Hsin Ching, Chinese, 1,480, D. S. Ross, 26th inst.—Tientsin, Gen.—C. M. S. N. Co.

Hue, Fr. s.s. 942, Cornelissen, 26th July—K. O. Wan, 25th July, Gen.—A. R. Marty.

Hoardo, Ger. s.s. 3,358, Hensen, 26th July—Portland, 24th June, Flour & Gen.—H. A. L.

Loksang, Br. s.s. 978, P. W. Ritchie, 26th July—Chafoo, 20th July, Gen.—J. M. & Co.

Luchow, Br. s.s. 1,228, Meuthen, 26th July—Shanghai, 23rd July, Gen.—H. & S.

Shinsei Maru, Jap. s.s. 1,054, Tomosawa, 27th July—Kwangyuen, 24th July—Cement Stone—Suruki & Co.

Silesia, Ger. s.s. 2,864, H. Christensen, 26th July—Shanghai, 22nd July, Gen.—H. A. L.

Sungliang, Br. s.s. 1,600, G. Robinson, 27th July—Halifax, 23rd July, Gen.—B. & S.

Torilla, Br. s.s. 3,189, C. J. Swannson, 27th July—Kobe, 20th July, Gen.—D. S. & Co.

TIDE TABLE.

27th July, to 2nd Aug. 1914.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 27	10 00	4 00	Mon. 31	10 00	4 00
Tues. 28	10 00	4 00	Tues. 1	10 00	4 00
Wed. 29	10 00	4 00	Wed. 2	10 00	4 00
Thurs. 30	10 00	4 00	Thurs. 3	10 00	4 00
Fri. 31	10 00	4 00	Fri. 4	10 00	4 00

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, JULY 28, 1914.

THE WORLD OF SPORT.

OUR HOME SPORTS LETTER.

Turf Reflections—Heavyweight Boxing.

[From Our Special Correspondents.]

London, July 3rd.
Many Englishmen who are concerned with racing have (our correspondent "Centaur" writes) been keenly interested in the race for the Grand Prix de Paris, which was decided on Sunday last at Longchamps, that lovely course in the Bois de Boulogne. There were many present to see what happily proved to be one of the finest races witnessed on any racetrack for many years. Moreover, why should not English breeders and owners be much concerned with this particular event? It is one of the few important French races open to any country. In this, of course, it differs from the French Derby, in which English horses are not allowed to compete, though, as is generally well known, the French are always welcome at Epsom for our own Derby. It is otherwise, as has been remarked, where the Grand Prix is concerned, and certainly it attracts our breeders, as may be gathered from the fact that for the event decided last Sunday there were originally no fewer than 94 entries made in England. The total entry was between five and six hundred, and the value to the winner was little short of \$15,000.

This, of course, makes the Grand Prix the richest race in the world, and the nearest approach to it in England is the Eclipse Stakes at Sandown Park, which last year was worth between eight and nine thousand pounds to Mr. August Belmont, who was successful with Tracey. The city of Paris guarantees \$10,000 towards the gross value of the prize money, which can be put at something like \$16,000. For apart from the big sum earned by the winner the second and third horses get substantial amounts, and there are also various breeding grants. Altogether, therefore, it is a truly wonderful race, and has undoubtedly done a great deal in encouraging the breeding of the thoroughbred in France.

Unfortunately for its international aspect there was no candidate to represent England on this occasion. The last time an English horse won was in 1908 when the Derby winner, Spear-mint, was successful. This year our Derby winner was the French bred Jarjar, who was included in last Sunday's field. There was certainly some curiosity to see how he would shape, although in the interval he had been beaten for the French Derby by Sardapale.

A rich man in Baron Maurice de Rothschild won the richest race, and it was this horse, Sardapale, that enabled him to add the distinguished honours of the Grand Prix to those of the Derby. And what a race it was—so thrilling in its closing stages, and so eminently satisfactory in what it yielded! Only those who were actual witnesses can realise the intense nature of the struggle that developed to a grand climax between Sardapale and Baron Edouard de Rothschild's La Farina. On an earlier occasion this year the latter had defeated Sardapale, and in consequence there was a sharp division of opinion in France as to which would prevail. Thus there was only a shade of difference between them in the betting on the pari-mutuel, the preference resting with Sardapale. This long drawn out battle began over half a mile from home, when Sardapale

drew up to La Farina, who to this point had made all the running. From that moment every yard was doggedly contested, the jockeys Stern and O'Neill giving a brilliant display, and stamping themselves as quite the finest jockeys in Europe at the present time. It was only in the last hundred yards that La Farina was mastered, Sardapale's supremacy being demonstrated to the extent of a neck. Four lengths away, Darbar was third, a fact which suggests that the English three-year olds are poor by comparison, though it is as well to remember that the race for the Derby at Epsom was a fiasco owing to the complete failure of the start. Sardapale is a better-looking horse than La Farina, the latter being light and narrow, while the other one has a lot of substance. He is by Prestige, a great horse in his day in France, for in the seasons 1905 and 1906 he ran sixteen times and was never beaten.

English Racing.

Coming now to English racing, again it has to be noted that at Sandown Park the chief race, the Sandringham Foal Stakes, was marked by another most expensive failure on the part of Mr. J. B. Joel's horse, Happy Warrior. When this horse was surprisingly beaten for the St. James's Palace Stakes at Ascot, it was said that the owner had the enormous sum of \$10,000 on him. He was again an odds-on favourite now and could not gain a place! Either his able trainer, C. Morton, has made a very big mistake or the horse will not reproduce his capabilities on a racetrack. The race I am referring to was won by Mr. W. M. Singer by his good horse Sir Eager, who beat Lanus, the best three-year-old apparently in Mr. Gilpin's stable.

The first of the extremely pleasant and informal July meetings at Newmarket opened on Tuesday, being honoured with the presence of the King. His Majesty was suitably dressed for the weather which was simply tremendously hot. On this course, however, the saving grace is the stately plantation which affords a cool and grateful shade. Society men in white flannel and ducks, and the ladies in the "irreducible minimum" of garments, gathered under these trees, only emerging to watch some fairly interesting racing. One of the events on the opening day was the July Stakes, perhaps the oldest race for two-year-olds in the country. Some famous horses have won it in the past, but the last winner subsequently to win the Derby was Lord Rosebery's Cleora in 1904. This year there were only four runners of whom Mr. Bassett's Roseland so completely dwarfed the others in point of merit as to be made a long odds-on favourite. He won in a canter by six lengths and this son of William the Third is unquestionably one of the best young horses of the season. Others are Lady Josephine and King Prim, both Ascot winners. Roseland is not the only high class two-year-old at this Newmarket meeting. At Ascot he had just failed to give 7 lbs. to Colonel Hall Walker's debutant, Let Fly, a handsome son of White Eagle who now came out again to win the Exeter Stakes. He had not a big task, but he won in such immaculate fashion as to suggest he must be right among the top class. Another smart two-year-old winner at the

meeting is Security, who won the Brookley Stakes in the first week of the season for Lord Villiers. She still retains her form, as shown by taking the Stud Produce Stakes. Many young horses that win early in the season train right off and are never heard of again. For the second year in succession Santair won the Duke of Cambridge's Handicap—a \$1,000 mile race. This is an enormous horse, and it might be imagined that he is unsuited by hard going, but he just revels in it and after a pretty finish he defeated Mr. George Edwards' Drumore by a neck.

Of course the event of the third day was the success of Lord Cadogan's The Carragh in the Princess of Wales's Stakes, a mile and a half event that was once of a nominal value of \$10,000. It is still a valuable race and some famous horses have won it in the past. The Carragh had not much to beat, and he won even money by a neck from His Majesty's Brakespear, who was receiving 5 lb. less than weight for age. He had no chance of winning at this margin, but he ran well, notwithstanding. Only one other event need be mentioned. Golden San won the July Cup for Mr. Jack Joel. This is a famous race for sprinters, and for the second year in succession Horner's Beauty was beaten by one of Mr. Joel's. That horse is on the down grade, as he did not even run into a place.

World's Heavyweight Champion-ship.

Jack Johnson, the giant negro with the gilt-edged smile, is still a wonderful boxer. He is thirty-six years old, and has led a life of gaiety and luxury since the dollars came merrily rolling in. But though he may have thickened a little, his muscles are still as tough as whipcord, and he retains to the full his ring-craft and tactic skill, though not quite all his speed. He swept aside the efforts of Moran, the Pittsburgh dentist, as though that Hercules were a puny boy, and he remains World's Champion by merit as well as title. The match took place on Saturday evening, and Moran had boasted that next morning he would worship at the Madeleine as the World's White Champion. But when he got into the ring he shaped almost like a novice. Just three incidents will serve to show the character of the one-sided fight. In the fifth round Johnson deliberately allowed Moran to hit him nearly a dozen times, the nigger meanwhile turning to the crowd, incoherent showman that he is, and winking impudently. Then, as though to show how easy it was to put an end to that sort of thing, he made a half step back, dealt but one blow, like the thud of a piston rod, and the dentist went staggering across the ring. The only real blow Moran landed on the nigger was to the chin in the 13th round. It was a real good one. Johnson stepped back, clapped his hands, and smiled approvingly at his adversary. From the 15th to the 18th round, Johnson hardly made an attempt to hit Moran. At one point, indeed, the nigger folded his arms, and pivoted slowly, whilst Moran walked round him like a bull-pup touring round an elephant. Moran stood up until the end of the 20th round, but he was so outclassed, despite the fact that the nigger had scarcely made a lead, that there was never the least doubt that the referee, Georges Carpentier, the young French boxer, would give the verdict in favour of Johnson. There were over twelve thousand people present, representing receipts amounting to about \$8,000. Women bearing great names in French society were seated round the ring in evening dress, whilst among sportsmen present were the Duke of Westminster, the Earl of Salford, Baron James de Rothschild, Mr. Alfred Vanderbilt, Mr. Spencer Eddy, formerly

American Minister to Argentina, M. Barthou, formerly Premier of France, and Senator Watson, West Virginia. No sooner had Johnson, on being declared winner, hopped out of the ring like a schoolboy, than efforts were made to persuade him to defend his title again, this time against a much worthier opponent, the genial Sam Langford, his coloured rival. A London sportsman had already offered to put up \$5,000 for the match, and Johnson has now agreed to meet Langford, but only on condition that he receives the whole of this amount, together with a percentage of the picture rights whether he wins, draws or loses. These stiff terms have been accepted by the promoters of the fight, and it is expected that articles will be signed for it to take place in October.

The contest between ex-Bombardier Wells, the inexplicably popular champion of Great Britain, and Colin Bell, the sturdy, good natured Australian heavy-weight, was hardly any more satisfactory. It was just as one-sided, but there was this difference. Whilst Johnson played with his man, Wells, who could not afford to take risks, tried to win in the fastest possible time. He did so in a trifle over five minutes, the Australian being hopelessly knocked out by a terrific right swing to the jaw, in the second round. He practically obtained engagements in a music hall to show his splendid muscular development, but it is very doubtful whether he will ever attain any success in the ring. Against Wells he was very awkward and clumsy, swinging his blows without much idea as to direction. Someone had evidently told him that, Carpenter fashion, he must bustle Wells. But the rushing tactics of the Australian were very different from those of the incomparable French boy. It was the bull-necked rush of the gigantic Porpoise compared with the serpent onslaught of the furious D'Artagnan. Carpenter is said to have received \$400 to referee the Paris match, by the way, a little sum for an evening's amusement, but he was a great draw. The French ladies simply idolise him. Bell may console himself that he only suffered at the hands of Wells precisely what Wells did at the hands—large and hefty hands—of Gunboat Smith. When Wells is all in training—as he was to meet the Australian—he can be relied on to beat any mere plucky but clumsy fighter. But let that fighter be also a reasonably good boxer, and "kabot." Some of the alleged critics are now talking of the Bombardier as world's champion again, and suggesting another meeting with Carpenter. I imagine the latter, whether he win against the "Gunboat" or not, will always be happy to oblige Wells at any odd time. He is, however, aiming at bigger game.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. SOCOTRA left Singapore for this Port on the 27th instant at 5 p.m. and is due here on the 1st August, at noon.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this Port (via Queensland Ports, Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 4th August.

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF ASIA left Manila at 6 a.m. on July 28, and is due to arrive at Hongkong at 6 p.m. on July 29.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE EUROPEAN CRISIS.

THE CZAR'S DECLARATION.

[Reuter's Service To "The Telegraph."]

London, Received July 28.

The Times correspondent at St. Petersburg states that the Czar has gone to the Finnish Skeries. Authorising partial mobilisation, the Czar said to the Grand Council of Ministers:—"We have stood this sort of thing for seven and a half years. This is enough."

Simultaneously Germany has been informed that the remainder of the Russian Army will be mobilised in the event of German mobilisation.

JUNKMEN CHARGED.

A Debtor who was Drowned.

This afternoon, at the Police Court, before Mr. J. R. Wood, five junk people were charged, with detaining another by force on their junk at Aberdeen.

Mr. W. Crowther Smith prosecuted, and Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, defended.

The allegations against the prisoners were that they took a man, who owed them money, on board their junk and endeavoured to detain him until he paid the money. The man, however, escaped from his captors and jumped into the harbour, where he was drowned.

A Chinese who gave evidence said that the deceased made offers of small payments on account, but the payment of the whole amount was insisted on. A suggestion was then made that \$10 should be paid the next morning and the balance, which was to be guaranteed by the witnesses, to be paid on November 28. The men would not accept witness guarantee and asked him to get someone else to do so as security. They endeavoured to get another man to guarantee payment, but he would not and the deceased was asked to go on board the junk, being informed that if he did not go, he would be taken to the Police Station.

The case was proceeding as we went to press.

The Indian Abroad—A Question of Landing.

The Secretary to the Department of External Affairs, at Melbourne, on July 4, referring to the refusal of the Customs officials in Sydney to allow a half-caste Indian from New Zealand to land, said that he had ascertained that the man had a ticket for Sydney only. He said that he was bound for Colombo, and was informed that immediately arrangements were made for his passage there the embargo upon his landing would be removed. He referred the immigration official to a firm of solicitors, whom he said would make the necessary arrangements, but although they were twice communicated with they did nothing, and no application for the man's release was made.

"I have told the authorities in Sydney," concluded Mr. Hunt, "to allow him to land immediately on his undertaking to leave by the Osterley, the boat he said he was going to travel by."

AUSTRALIAN DENTISTRY.

Dentists and the Law: Proposed Legislation.

THE DENTAL ASSOCIATION.

The recent announcement by the Premier that a Dentists' Registration Bill would be introduced during the forthcoming session, has stirred the dentists of Sydney into activity, and in connection with foreshadowed legislation a meeting of dentists was held at the Royal Society's rooms on July 6. Over 100 dentists were present. Dr. Maxwell Allen occupied the chair, and Mr. Fitzsimons attended as representative of the committee of the Dental Association. A meeting of the committee had been held earlier in the evening, at which a number of questions had been framed, embodying certain recommendations the committee considered it desirable should be made to Parliament. These questions were submitted for consideration at the general meeting, it being understood that the representations made by the committee to Parliament would be governed by the opinions expressed by the vote of members. The questions submitted to the meeting were as follow:—

1.—Are you in favour of an Amending Dental Act?

2.—Are you in favour of giving registration to non-registered practitioners for five years and over?

3.—Are you in favour of persons engaged in dentistry between two and five years being registered on passing a modified examination in operative and mechanical dentistry and materia medica?

4.—Are you in favour of giving to students having vested rights under articles of apprenticeship the same privileges as are set out in question 2, the articles to apply to students whose articles include both operative and mechanical dentistry?

5.—Should the board be of dentists only?

6.—Should the board be an elective or nominee board?

During the discussion it was agreed that legislation was very desirable in order to close up the ranks of the profession. The view generally taken was that unregistered practitioners of five years' experience should be admitted without registration; but that a modified examination was necessary in cases where the experience had been limited to a lesser period. Some fear was expressed that the proposed Act might not prove more effective than the last Dental Act, "but you can take it from me," said Mr. Fitzsimons, "that if this bill is passed there are going to be no more unregistered dentists in the State of New South Wales."

The first four questions were answered in the affirmative, and in respect to the last two the meeting was emphatically in favour of (1) a board of dentists only, and (2) a board wholly elective.

The resolutions of the meeting will be embodied in a draft bill to be submitted to the Government, and a committee of six was appointed to have this done:—Dr. Leyer, Messrs. Fitzsimons, Fyfe, Johnson, Cleary, and Alexander.

Water Polo.

To-morrow afternoon the R.G.A. meet the V.R.O. "A" in a water polo match. The following will represent the V.R.O.:—Forbes, R. A. Carvalho, A. V. Barros, J. O. Finch, A. S. Ellis, C. J. Cook and J. M. Roza Pereira.

"DOING" THE FAR EAST

CURIOUS SIGHT IN HONGKONG.

Gentlemen as Rickshas and Chair Coolies.

It was for a wager of \$200 (gold) but the task was only partly completed. This afternoon two members of the banking world of San Francisco, well-known in Californian Society, who are making the round trip on the Chiyo Maru—by name Mr. R. L. Rose and Mr. Charles Kirkstein—thought to break the monotony of their stay in Hongkong by developing the qualifications of ricksha and chair coolies, and at the Grand Hotel, Ross bet the other \$200 gold that he would pull him to the local offices of the T.K.K., and back, if Kirkstein conveyed Rose there and back in a chair. Rose pulled Kirkstein to the T.K.K. offices and back, a large and laughing crowd following. Kirkstein, not to be beaten, got a chair with an assisting coolie and took Rose to the offices, but was stopped on the way back in front of the Hongkong Hotel by the police, on account of the sensation caused in the city. The bet was later settled at the bar of the Grand Hotel.



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SORE THROAT if you suck Formamint Tablets.

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Lord & Gantwe writes: "I have been using Wulfin's Formamint for Sore Throat with the most satisfactory results."

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FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Coshane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtze
Colne	Torpedo-boat destroyer	580	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo-boat destroyer	—	—	—	Lt.-Com. G. A. Mallock	Weihaiwei
Kinaba	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Weihaiwei
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. F. A. B. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. B. Gibson	Labuan
Minotaur	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
McMahon	River gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo-boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snap	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Teal	River gunboat	180	2	800	Lt.-Com. S. P. B. Russell	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Ast. Comdr. A. S. S. Mann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, O.M.G.	Hongkong
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	160	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	160	2	500	Lt.-Comdr. Lloyd	Yangtze
O. 36	—	—	—	—	Lt. Pope	Hongkong
O. 37	—	—	—	—	Lt. McGillivray	Hongkong
O. 38	—	—	—	—	Lt. J. G. James	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

French.						
Montcalm	Armoured cruiser	11,000	—	20,000	Capt. Vieux	Shanghai
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Daveluy	Shanghai
Decidee	Gunboat	645	10	1,600	Lieut. Matha	Canton
Argus	River gunboat	180	6	570	Lieut. de Madrilie	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Tongka
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongka
Dordard de Lagree	Gunboat	—	—	—	Lieut. Millot	Tahong-king
* Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station.						
Styr	Armoured gunboat	1,768	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	903	Lieut. Theroine	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com.	Saigon
* Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China.						
GERMAN.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,800	36	28,000	Captain Brunningshaus	Tsingtau
Ilkai	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haan	Tsingtau
Lochs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schomburg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Fille	Yangtze
Scharnhorst	Flagship	11,600	36	28,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Liger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tingtau	River gunboat	223	4	1,800	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obt. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patric	Gunboat	700	—	—	Capt. Luis A. de Magalhães Correa M	—

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	248	8	250	Lieut. S. M. La Bonty	Canton
Chamney	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gannion	Cavite
Cincinnati	Protected cruiser	3,133	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Coleman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Elcano	Gunboat	1,392	8	1,938	Com. G. R. Marshall	Shanghai
Monahan	Station ship	1,990	6	1,100	Lieut. V. R. Lowe	Cavite
Monahan	Monitor	3,600	6	3,900	Lt. Y. Ransbach	Olongan
Monahan	Monitor	4,034	4	5,277	—	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cav. Canton
Pampanga	Sea-going tug	854	2	1,000	—	—
Pompey	Repair ship	3,085	—	—	—	—
Pompey	River boat	—	—	—	Lt. Com. G. W. Cole	Canton
Wilkinson	Cruiser	—	—	—	Capt. H. E. Hough	Hongkong
Wilkinson	Flagship	—	—	—	Capt. H. E. Hough	Hongkong
Wilkinson	Cruiser	—	—	—	Capt. R. H. Leigh	—

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	12
" Corned, — Ham Ngau Yuk	"	20
" Roast, — Shiu	"	22
" Breast, — Ngau Lam	"	18
" Soup, — Tong Yuk	"	18
" Steak, — Ngau Yuk Pa	"	22
" do., — Sirloin Ngau Lau	"	35
" Sausages, — Ngau Chaung	"	20
Bullock's Brains, — Know	per set	12
" Tongue fresh, — Ngau Li	each	60
" corned, — Ham Ngau Li	"	0
" Head, — Ngau Tau	"	\$1.20
" Heart, — Ngau Sum	"	14
" Hump, Salt, — Ngau Kin	"	24
" Feet, — Ngau Kaiki	"	8
" Kidneys, — Ngau Yiu	"	12
" Tail, — Ngau Mei	"	12
" Liver, — Ngau Kon	lb.	22
" Tripe (undressed), — Ngau To	"	\$1
Calves Head & Feet, — Ngau-chai-tau-kark	set	7
Mutton Chop, — Yeung Pai Kwat	lb.	25
" Leg, — Yeung Poi	"	25
" Shoulder, — Yeung Shau	"	24
Pigs Chittlings, — Chu Chong	"	27
" Brains, — Chu Know	per set	2
" Feet, — Chu Kark	lb.	12
" Fry, — Chu Ohak	"	3
" Head, — Chu Tau	"	17
" Heart, — Chu Sum	each	10
" Kidneys, — Chu Yiu	pair	8
" Liver, — Chu Con	lb.	24
Pork Chop, — Chu Pai Kwat	"	23
" Corned, — Ham Chu Yuk	"	—
" Leg, — Chu Pa	"	27
" Fat or Lard, — Chu Yu	"	—
Sheep Head and Feet, — Yeung Tau Kark	set	65
" Heart, — Yeung Sum	each	7
" Kidneys, — Yeung Yiu	"	10
" Liver, — Yeung Con	"	25
Sucking Pigs, To Order, — Chu Cha	"	22
Suet, Beef, — Sang Ngau Yau	"	18
" Mutton, — Sang Yeung Yau	"	24
" Veal, — Ngau Chai Yuk	"	19
" Sausages, — Ngau Chai Chaung	"	20

肉食

Salmon, — PS
Soy, — Yu
Shrimps, — Ha
Snapper, — Lap Yu
Sole, — Tat Sa Yu
Tench, — Wan Yu
Turbot, — Cho How Yu
Turtles, small, fresh water, — Kork Yu
White Bait, — Ngau Yu Chai

FRUITS.

菓子

Almonds, — Hung Yau
Apples (California), — Kam San Ping Kho
" (Chelco), — Tin Chun Ping Kho
" Small, — Hoi Tong
" Custard, — Fan Lai Chi
Bananas, fragrant, Canton, — San Shing Heung Chiu
" (brides), — Macao, — San Heung Chiu
Chestnuts, Chinese, — Fong Lat
Carambola, — Yeung Tse
Coconuts, — Yeh Tse
Lemons, China, — Ning Moong
" America, — Kam San Ning Moon
Lichees Dried, — Lai Chi, small Stone
" Fresh
Limes, (Saigon), — Sai Kang Ning Moong
Mango, Manila, — Lai Sung Mong
Mangosteens, — San Chuk Tse
Oranges, (Canton), — San-shing Tim Ching
" Sweet
Pears, (American), — Kam San Shool Lay
" (Canton), — Coo Kan, — No Lay
Peanuts, — Fa Sang
Persimmons Large, — Hung Chie
Pine-apples, 1st quality, — Poon Ti Paw Law
" 2nd, — Chung-tang Paw Law
Plantain, — Tai Chou
Plums, — Swatow, Hung Lai
Pumelo, Siam, — Chiu Lo Yau
" Shanghai, — Lo Kwat
Walnuts, — Hop Tuo
" Green, — Sang Hop Tuo
Water Melon, — (Am.) Kam San Sai Kwa
" (China) Sai Kwa
Grapes, — Sang Po Tai Tse

POULTRY.

生口

Chicken, — Kai Chai	lb.	32
Capon, Large, Small, — Sin Kai	"	32
Ducks, — Ap	"	20
Doves, — Pan Kan	each	20
Eggs, Hen, — Kai Tan	per doz	20
Fowls, Canton, — Kai	lb.	35
" Hainan, — Hoi Nam Kai	"	30
" Goose, — Ngo	"	22
Geese, Wild, — Shang-ho Yea Ngo	"	—
Goose, — Wong Keng	each	—
Hare, Shanghai, — Yu Chai	"	—
Partridge, — Che Khoo	"	—
Pheasant, — Shan Kai	pair	\$
Pigeons, Canton, — Pak Kip	each	33
" Hoihow, — Hoi How Pak Kip	"	25
Quail, — Un Chuan	"	—
Rice Birds, — Wo Fa Cheuk	dozen	—
Saupe, — Sa Ohoy	each	—
Turkeys, Cock, — Phor Kai Kung	lb.	60
" Hen, — Na	"	45
Wild Ducks, — Shai, — Shang hoi Sai Ap	"	\$
" 1, — Sai Ap Chai	"	\$
" 2 Ducks Canton, — Sang-Shing Sai Ap	"	\$

VEGETABLES, &c.

菜蔬

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb.	6
Beans, (French), — Macao, — Oh Moou Pin Tau	"	16
" (French) Shanghai, — Sheung Hai Pin	"	—
" Tau	"	—
" Sprout, — Ah Cho	"	8
" Long, — Tau Ko	"	—
Beet Root, — Hung Chai Tau	each	6
Brinjals, Green, — Ching Yuen	"	8
" Red, — Hung Ker	"	10
Cabbage, Chinese, com., — Kai Choy	"	10
Cabbage Red, — Hung Yea Choy	"	—
Cabbage, Shanghai, — Yeh Chai	"	12
Cane Shoots, bunch, — Kan Shun	lb.	8
Carrots, — Kam Sham	"	—
Cauliflower, Large size, — Tai Yeh Chai Fa	each	—
" Medium size, — Cheung Yeh Chai Fa	"	—
" Small size, — Sai Yeh Chai Fa	"	—
Celery, — Kam Sham	lb.	6
Celery, Chinese, — Tong Kan Chai	"	8
" English, — Yeung Kan Chai	"	—
Chillies Dried, — Gon Lat Chiu	"	20
" Red, — Hung Far Chiu	"	20
" Green, — Ching Lat Chiu	"	15
Curry Stuff, English, — Kar Lee Chai Lin	"	10
Cucumbers, — Ching Kwa	"	2
Bitter Squash, — Fu Kwa	"	8
Garlic, — Que Tan	"	—
Ginger, young, — Sun Tse Keng	"	—
" old, — Lo Keng	"	0
Horse Radish, Shanghai, — Lik Kan	"	10
Indian Corn, — Suk Mai	"	16
Lettuce, — Yeung Sang Chai	each	16
Water Chestnuts, — Ma Tai	lb.	—
" Mandarin, — Kwai Lam Ma Tai	"	—
Mushrooms, Fresh, — Sang Cho Koo	"	30
Mush Melon, Amer., — Kam-san Hong Kwa	each	6
Okraes, — Kai	"	—
Onions Bombay, — Yeung Chong Tan	"	10
" Green, — Sang Chong	"	6
" Shanghai, — Shang-hoi Chong Tan	"	6
Papaya, 1st qual., — Tai Man San Kwa	each	66
" 2nd, — Chong	"	—
Parley, — Kun Cho	"	8
Green Peas, — Ching Tau	lb.	—
Potatoes, Sweet, — Fan Shu	"	3
" Shanghai, — Shang-hoi Shu Tau	"	—
" Japan, — Yut Poon Shu Tau	"	—
" American, — Fa Ki Shu Tau	"	10
Pumpkin, — Fook-chow Shu Tau	"	—
" Tong Kwa	"	—
Radish, — Hung Lo Pak Tai	"	8
Radish (French), — Tai Wong	"	3
Sage, — Tai So	"	3
Shallots, — Gon Chong Tan	"	4
Spinach, — Yin Chai	"	10
Tomatoes, — Fan Ker	"	10
" Wai Tau	"	—
Turnips, Punt, (Long), — Lo Pak	"	8
" English, — Yeung Lo Pak	"	5
Vegetable Marrow, — Chai	"	5
" (American), — Kam-san Chai	"	5
Water Cress, — Sai Yeung	"	0
" Lily root, — Lin Ngau	"	1
Yams, — Tai Shu	"	10

海味

FISH.				Ots.
Barbel, — Ka Yu	...	...	...	1b 20
Bream, — Bin Yu	...	...	...	" 18
Canton Fresh Water Fish, — Hoi Sin Yu	...	...	...	" 18
Carp, — Li Yu	...	...	...	" 20
Catfish, — Chik Yu	...	...	...	" 10
Codfish, — Mun Yu	...	...	...	" 15
Crabs, — Hai	...	...	...	" 24
Cuttle Fish, — Muk Yu	...	...	...	" 16
Dab, — Sa Mang Yu	...	...	...	" 14
Dace, — Wong Mei Lun	...	...	...	" 10
Dog Fish, — Lit Yu Sa	...	...	...	" 10
Eels, Conger, — Hoi Mann	...	...	...	" 13
Fresh water, — Tam Sin Yu	...	...	...	" 16
Eels, Yellow, — Wong Sin	...	...	...	" 30
Frogs, — Tien Kai	...	...	...	" 28
Garoups, — Sok Pan	...	...	...	" 45
Gudgeon, — Pak Kip Yu	...	...	...	" 15
Herrings, — Teo Pak	...	...	...	" 20
Halibut, — Cheung Kwan Kip	...	...	...	" 23
Labrus, — Wong Fa Yu	...	...	...	" 20
Loach, — Wu Yu	...	...	...	" 24
Lobsters, — Lung Ha	...	...	...	" 30
Mackerel, — Chi Yu	...	...	...	" 26
Monk Fish, — Mong Yu	...	...	...	" 25
Mullet, — Chai Yu	...	...	...	" 2
Oysters, — Sang Hoo	...	...	...	" 20
Barbonfish, — Kai Kung Yu	...	...	...	" 10
Perch, — Tai Loo	...	...	...	" 16
Pike, — Fa Pau Pong	...	...	...	" 10
Plaice, — Pan Yu	...	...	...	" 20
Pomfret, Black, — Hak Chong	...	...	...	" 32
Pomfret, White, — Pak Chong	...	...	...	" 48
Ray, — Ming Ha	...	...	...	" 48
Squid, — Pui Pa Se	...	...	...	" 10
Rock Fish, — Sok Ka Keng	...	...	...	" 16
Roach, — Guan Yu	...	...	...	" 16

Commercial.

Home Commercial and Produce Markets.

July 3.

The Bank rate remains unchanged at 3 per cent. The Open market rate for short loans is 1 1/2 per cent, and discount of four months' Bank bills 2 3/16 per cent. Business in the Silver market has again been very limited, and bars are now quoted 26 1/16d. per oz. In the Rubber share market public interest is at a low ebb and prices are listlessly around the levels of a week ago. Little of a definite nature has transpired respecting the negotiations for a new Chinese Loan. Rumour has it that Mr. Crisp is endeavouring to put through another loan. The London City and Midland Bank has declared an interim dividend for the past half-year at the rate of 18 per cent. per annum. The directors of the British North Borneo Company recommend a dividend of 5 per cent. for the year to Dec. 31, 1913. The meeting has been held of the Bukit Mertajam Rubber Company. The China Tea market is quiet. Coffee has met with fair demand, and steady rates have been realised. Sugar has been rather firmer. Both Singapore Pepper and White Pepper have been very quiet. Rice remains quiet, but there is no alteration in price. In Manila Hemp there is a moderate business passing at steady prices. Plantation Rubber has been dull and prices are rather easier. First Later Crepe being quoted at 2s. 2 1/2d. per lb., and Smoked Sheet 2s. 2 1/2d. per lb. Fine Hard Para is 2s. 9 1/2d. per lb. Straits Tin is £139 10s. to £140 for cash, and £141 5s. to £141 15s. for three months.

The Seoul Mining Company.

The results of operations of the above Company at the Suan Mine for June, 1914, were as follows:—

Value of ore treated	5,960.
Value of Bullion recovered	Y.79,108.64
Value of Concentrates recovered	Y.36,611.70
	Y.115,720.34

Operating Costs (approx.) Y.50,000.00

Operating Profit (approx.) Y.65,720.34

H. A. COLLEBRAN, Holkol, Chosen, July 7th, 1914.

Consolidated Rubber Co. in General Meeting.

A general meeting of the Consolidated Rubber Estates, Ltd. (in liquidation) was held last week at the office of the secretaries, the China Realty Co., Ltd., Shanghai. The liquidator of the old company, Mr. F. D. Raven, presented his report, as follows:— "This meeting has been called in conformity with the regulations of the Hongkong Companies Ordinance and is of a purely formal character. The Company went into liquidation by means of a special resolution passed on the 10th of December, 1913, and duly confirmed on the 29th day of December, 1913. As liquidator, I have transferred all the company's assets to the new company, which was duly incorporated on the 8th day of January, 1914. The new company took over all the liabilities of the old company, consequently no funds have passed through my hands: as result of this I have no accounts to lay before you, and this has been explained to the satisfaction of the Registrar in Hongkong. As you know, for each share of £1 in the old company, the shareholders were entitled to one share of 2s. in the new company: out of a total of 125,000 shares in the old company, 109,125 shares in the new company have been applied for and allotted. The remaining shares, 15,875, have been allotted in trust to two of the directors of the new company, Messrs. Francis Ellis and R. H. Parker, who will at any time transfer these shares to the persons entitled to them against production of the old scrip. I shall propose that my books, accounts, and documents and the books, accounts and documents of the old

company be handed over to the secretaries of the new company. If any shareholder has any question to ask I shall be glad to answer same to the best of my ability. No questions being asked the resolution proposed by the liquidator was put to the meeting and carried.

Australia's Trade With Japan.

The High Commissioner for Australia states that some interesting figures, showing the enormous growth of the trade, are given by the Trade Commissioner in the East, for the Government of New South Wales, in his latest report to the State Minister for Agriculture. "In 1903," he says, "the imports of our products to Japan were valued at £110,093, and the exports of Japanese products to Australia equalled £335,248, or double the consumption of Australia's products, the trade being in favour of Japan to the extent of £225,253, and the total—exports and imports—amounted to £455,290. In 1913 the consumption of Australian products in Japan reached £1,494,194, an increase of 11.45 per cent., and there was a balance of trade in favour of Australia of £831,207—that is, the exports of Japanese products to Australia were 42 per cent. less than the imports of our products to Japan. Australian flour is looked upon as the best on the market. Raw wool, lead, and wheat are our leading exports to Japan, and the details for 1913 are as follows:—Wool, £709,437; lead, £242,910; wheat, £220,358. This year showed an increase in the wheat imports, due to local crop failures more than anything else, as also an appreciation of the extra quality of the imported grain compared with the local production. Even with good harvests wheat is in demand, as evidenced by the fact that the total imports for 1911 and 1912 amounted to £372,883 and £440,994 respectively.

Daly Export Returns.

The export returns for the port of Daly for the month of June last, as prepared by the S. M. R. Wharf Office, give a total of 129,239 tons, inclusive of 2,174 tons shipped by junks, showing a decrease of 1,885 tons and 29,682 tons from the corresponding period of last year and the previous month respectively. In addition, coins worth G. Yen 510,000 and G. Yen 1,240,345 were exported. Altogether 25,835 tons went to Japan; 2,215 tons to Korea; 14,266 tons to China; 10,340 tons to South Seas; 2,058 tons to Europe; 2,318 tons to Vladivostok; and 233 tons to Nicolaievsk. The principal exports follow:—

	Tons.
Fushan Coal	50,985
Bean Cake	40,884
Red Beans	1,537
Indian Maize	2,378
Kwantung Salt	3,748
Beans	16,856
Bean Oil	1,792
Millet	1,190
Seeds, etc.	998
Hakodate	3,748
Naotau	9,800
Atsuta	10,039
Kobe	10,031
Chofoo	2,186
Hongkong	4,592
Singapore	4,980
Hamburg	1,301
Penang	5,380
Niigata	3,587
Tokyo and Yokohama	22,877
Osaka	6,675
Moji and Shimonoeki	8,400
Shanghai	2,857
Canton	4,088

Banknotes from Japan.

Hon. Yang Tcheng, Special Envoy for Foreign Affairs, has received instructions from Peking to warn the public against accepting counterfeit banknotes made by rebel refugees in Japan. According to the instructions which were communicated through the Civil Government Nanking reports have been received of discoveries by the Japanese authorities both in Japan and in Dalny of large quantities of notes purporting to have been issued by Chinese banks.

PUBLIC COMPANIES

NOTICE.

THE WEST POINT BUILDING Company, Limited.

DAN Interim Dividend of Two dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday, 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited, General Agents for the WEST POINT BUILDING Company, Limited, Hongkong, 14th July, 1914.

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY Company, Limited.

An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER, Secretary, Hongkong 14th July, 1914.

NOTICE.

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU OHU PAK, Chairman.

Chinese Chamber of Commerce, 32, Des Voeux Road Central.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A Meeting of Members will be held at the Jockey Club office on Friday, 31st July at 5 o'clock p.m. to arrange about the Subscription 'Griffins' for next year's Race Meeting.

G. H. POTTS, Acting Clerk of the Course, Hongkong, 24th July, 1914.

NOTICE.

THE Undersigned will not be responsible for any DEBTS contracted by his wife, AMELIA AUGUSTA, from this date and henceforth.

EGAS L. S. ALVES, 27, Mosque Terrace, Hongkong, 16th July, 1914.

AMERICAN DENTISTRY

PORECEIN FILLINGS. The Latest Improvements toward Lasting Workmanship and Painless Operations. No charge for examinations. Fees moderate. Diploma, Tokyo.

Dr. T. YAMASAKI, 34, Queen's Road Central (Corner of Flower Street). Telephone 1362.

MARTIN'S APOLLO PILLS

A French Remedy for all Disorders of the Digestive System. It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, Acidity, and all other Disorders of the Stomach and Bowels. It is a purely vegetable preparation, and is perfectly safe for all ages. It is sold in all the principal Pharmacies and Chemists.

BANKS

INTERNATIONAL BANKING CORPORATION

Head Office—60, Wall Street, New York

London Office—10, Bishopsgate, E.C.

BRANCHES:—

Hankow, Calcutta, Canton, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus—Gold \$7,000,000

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the basis of 2 1/2 per cent. per annum, or for shorter periods at rates, which may be ascertained on application.

DEPOSITS RECEIVED, and for one year at 4 1/2 per cent. per annum, or for shorter periods at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANKS CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches:—

Amoy, Canton, Hankow, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Agencies at:—

Nagasaki, New York, Osaka, Peking, San Francisco, Seoul, Shanghai, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be ascertained on application.

EISHIONO, Manager.

Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,300,000

Proprietors £1,200,000

General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912. [2]

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. [3]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

10.00 A.M. to 10.00 A.M. Every 15 Min.

10.15 A.M. to 10.15 A.M. Every 15 Min.

10.30 A.M. to 10.30 A.M. Every 15 Min.

10.45 A.M. to 10.45 A.M. Every 15 Min.

11.00 A.M. to 11.00 A.M. Every 15 Min.

11.15 A.M. to 11.15 A.M. Every 15 Min.

11.30 A.M. to 11.30 A.M. Every 15 Min.

11.45 A.M. to 11.45 A.M. Every 15 Min.

12.00 P.M. to 12.00 P.M. Every 15 Min.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling \$1,500,000 at 2 1/2—

\$15,000,000

Silver \$17,650,000

\$32,650,000

Reserve Liability \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Pattenden, Esq., Deputy Chairman.

S. H. Dodwell, Esq., Proprietors.

G. T. M. Edkins, Esq., O. S. Gubbay, Esq., P. H. Holyoak, Esq., C. Landgraf, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim, H. A. Siebs, Esq., Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabli

ACTING MANAGER: Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or upwards to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSITS at a near cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN, Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up Sh. Tael 7,500,000

Head Office.—Shanghai.

Board of Directors—Berlin.

Branches:—

Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Teianfu, Tsingtau, Yokohama.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE, Manager.

Hongkong, 9th Oct. 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 465,000

BANKERS:

Bank of England.

London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be beaten! If Equipped For Bread, Cakes, Confectionery and meals with Wines & Liquors.

EXCHANGE.

T/T Demand	1/9 1/4	T/T Marks	180 1/2
30 d/s	1/9 3/16	T/T France	231 1/2
60 d/s	1/9 1/4	On Haiphong	6 1/4 % p.m.
4 m/s	1/9 5/16	On Saigon	6 1/4
T/T Shanghai	74 3/4	On Bangkok	87 1/2
Private 30 d/s sight S'hai	75 3/4		
T/T Singapore	75 3/4	Buying:	
T/T Japan	86 1/4	4 m/s. L/O	1/9 5/8
T/T India	132	4 m/s. D/P	1/9 3/4
Demand India	132 1/4	6 m/s. L/O	1/9 13/16
T/T Bombay	132 1/4	30 d/s. S'ney & Melbourne	1/9 7/8
Demand Bombay	132 1/4	4 m/s. Marks	1.85
T/T Calcutta	132 1/4	4 m/s. Francs	2.36 1/4
Demand Calcutta	132 1/4	6 m/s. do	2.38 1/4
Demand Manila	86 1/4	Bar Silver, ready	24 3/16
T/T San F'co & New York	43	forward	24 3/16
Demand, New York	43 1/8	Gold Leaf per tael	58.30
T/T Java	106 3/8	Bank of England rate	3 3/4
		Sovereign	11.20

Subsidiary Coins.

Discount per \$100:

Chinese...20 cts. pieces \$11 1/16

Chinese...10 " \$11 1/8

Hongkong...20 " \$9 1/4

Hongkong...10 " \$9 3/4

Opium Quotations.

Malwa, New...\$8,300 per p.

Malwa, Old...3,300

